

CONSIDERATIONS  
ON THE  
PRESENT SITUATION  
OF  
GREAT BRITAIN  
AND THE  
UNITED STATES OF AMERICA,  
WITH A VIEW TO THEIR FUTURE  
COMMERCIAL CONNEXIONS.

CONTAINING

Remarks upon the Pamphlet published by LORD SHEFFIELD, entitled, "Observations on the Commerce of the American States;" and also on the Act of Navigation, so far as it relates to those States. Interspersed with some Observations upon the State of Canada, Nova Scotia, and the Fisheries; and upon the Connexion of the West Indies with America: Together with various Accounts, necessary to shew the State of the Trade and Shipping of both Countries.

THE SECOND EDITION, WITH GREAT ADDITIONS.

TO WHICH IS NOW FIRST ADDED,

The Plan of an Act of Parliament for the Establishment and Regulation of our Trade with the American States.

ALSO, A

P R E F A C E,

Containing Remarks upon the Authorities on which LORD SHEFFIELD has formed the principal Part of his Observations.

BY RICHARD CHAMPION, Esq.

LATE DEPUTY PAYMASTER GENERAL OF HIS MAJESTY'S FORCES.

— referent in mare te novi  
Fluctus? O! quid agis? fortiter occupa  
Portum —  
— tu, nisi ventis  
Debes ludibrium, cave.

H O R.

L O N D O N:  
PRINTED FOR JOHN STOCKDALE, OPPOSITE  
BURLINGTON-HOUSE, PICCADILLY.

MDCCCLXXXIV.

CONSIDERATION

PRESENT SITUATION

GREAT BRITAIN

UNITED STATES OF AMERICA

COMMERCIAL TREATY

THE TREATY OF COMMERCE AND CONSULAR RIGHTS  
BETWEEN THE UNITED STATES OF AMERICA  
AND THE KINGDOM OF GREAT BRITAIN  
AND IRELAND

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## P R E F A C E.

**T**HE Facts which are given to the World in the course of this Work, are of the most public notoriety. The efficiency of them is the proper, and the only necessary support: A Name of Consequence might give them brilliancy, but could not add to their own great and internal strength. A Name, therefore, without that Consequence, will not be productive of any benefit to them. Under this impression, the Author would certainly have again omitted his Name to this, as he did to the former Edition, had not other reasons been urgent with him to the contrary. These were suggested, by observing in Lord Sheffield's Treatise upon the Commerce of the American States, a strange perversion of his Arguments, false deductions drawn from them, and even his words misquoted. Compelled, therefore,



to bring forward his Name to the Public, in defence of his Opinions, he submits to the necessity with humility and deference.

WHENEVER a Person is possessed of material information on any National Object, it is a duty which he owes to the Public, to communicate it to them. At this great and solemn period, when the most important Revolution perhaps ever known, has just passed; and under circumstances which, during their operation, menaced us in the most alarming manner, it would be a criminal negligence to withhold any knowledge that might contribute to the happy settlement of our future connexions with the States of America; a settlement upon which our own welfare in so great a measure depends.

THE Author is charged in general terms, by Lord Sheffield, in page 7th of the Preface to the Observations which he has published, with arguing, that “ the American States, “ although now Foreign, ought to be indulged  
“ with

" with nearly all the Commercial Privileges  
 " and immunities which they enjoyed whilst  
 " British Subjects—that, in return, they will  
 " supply our West India Islands with Provi-  
 " sions, &c. and take from them Sugar, Rum,"  
 &c. As far as the Author can comprehend  
 this charge, it appears to be founded upon  
 certain Facts, offensive to the noble Writer,  
 though supported in general by our Commer-  
 cial Interest, and in particular by a very great  
 and respectable part of it, the West India Mer-  
 chants and Planters. Speaking then generally  
 to it, the Author fully admits the charge, and  
 is prepared to justify the principle, upon this  
 ground; that the nearer approach we make to  
 the renewal of those connexions, upon which the  
 grandeur of our Empire was founded, the nearer  
 approach we shall make to a Restoration of the  
 state from which it has fallen. But the Author  
 never asserted, what the noble Lord is pleased  
 to assert for him, in the next page, viz. that the  
 Americans " will become our ship-builders,  
 " we being unable to build ships, and to  
 " Carry for ourselves, but at an intolerable  
 " loss,"

“ loss.” The Author asserted only, and he still asserts, that the Incorporation of American Shipping amongst ours, has been found, by long experience, to be of essential service to our Navigation; and that the continuation of this practice in future, in order to supply the deficiencies, which we cannot procure to equal advantage elsewhere, will be the only means of preserving the Carrying Trade.

THE noble Lord further adds (speaking of this Work) “ that this farther advantage is held  
 “ out to us, that the Americans will take our  
 “ Manufactures, when they cannot get the  
 “ same articles cheaper, better, and on longer  
 “ credit, elsewhere.” It is not surely a very inconsiderable advantage to have the preference of the custom of any Nation, when that Nation can procure them on equal terms from other places. The doctrinal Creed of a Man of Business is, to make his purchases in the cheapest markets, and upon the best terms. And if America gives us the preference of purchase, her connexion is beneficial to us. But, the  
 Author

Author is of opinion, judging from the dispositions of those States upon the Peace to trade with us, that, with proper encouragement on our parts, their Commerce would, almost exclusively, have fallen into our hands.

In the same Preface to this last Edition of the Observations on the Commerce of the American States, the noble Lord appears to be very inattentive to the Work that he undertook to criticise. For he has imputed words to the Author which are not to be found in his Work. Of these instances the following are particularly material. Lord Sheffield, speaking of the former Edition of these Considerations, has these words ; “ The article relative to American shipping, is the most extraordinary of the whole ; he says, 398,000 tons were employed in the Commerce between Great Britain and America, exclusive of the Trade between the latter and the West Indies. The Author may easily learn, that not 110,000 tons were at any time employed in that Commerce.”—In this observation, the pas-

sage it refers to is wholly mistaken, and misquoted. This appears by a reference to page 23 of the first, and 32 of the present Edition of these Considerations, in which will be found the words which Lord Sheffield has so misquoted, viz. "The American shipping employed in the Commerce of Great Britain (exclusive of the Trade between America and the West Indies) at the commencement of the American War, was 398,000 tons." The noble Lord is the less excusable for this mistake, as in page 24 of the first, and 33 of the present Edition, a distinction is made, in order to prevent "the confounding them with those ships which carried on the Trade between this Country and America."

THE Author will give the best answer in his power to the noble Lord's complaint, which he makes in such loose terms in page 7 of the Preface to the last Edition of his Observations. This complaint is that "of 150 pages of this Work being filled with calculations and assertions, hazarded in the same manner, without apparent authority." In the first Edition,

Edition, the Author said, that the account of the ships employed in the Commerce of Great Britain, was taken “ from actual surveys of “ the shipping, and from evidence and papers “ laid before Parliament;” and, in another place, that “ there not being the same regularity in surveying the Trading vessels of “ that Country (America) as is practised in “ Great Britain, and the Custom-house Books “ not distinguishing the voyages which each ship “ made in the year, it is not possible to give “ so very exact an account. But good information, collected with care, and compared “ with the produce of the different States, “ very fully supplies the deficiency.” So far, therefore, the Author was not deficient in giving Authorities. Some indisputable, others the best that could be procured. But as the noble Lord seems desirous of yet more particular ones, and as, from his having mistaken what the Author has said upon the subject, it may be supposed, that he is not acquainted with that survey of our shipping from which the best information is to be derived, the Author now informs him, that the account of our

shipping, is taken from actual surveys, continually making, of the vessels trading to and from the different Ports of Great Britain. They contain the ship's name, that of the Masters, the place and the year in which she was built, the tonnage, the voyage which she has made, and the port in which she was surveyed. From this actual survey, the Author asserted, that at the commencement of the American War, there were, as nearly as could be ascertained, 398,000 tons of shipping, of the built of the Countries now composing the United States, employed in the general Commerce of Great Britain. \*

IN all that concerns the general principles of our Colonial Commerce, the Author has followed the opinions of Mr. Burke, whose great and comprehensive knowledge of that subject has produced an habitual deference to it. In the particular, as well as general parts, he has paid the strictest attention to those of Mr.

Glover,

\* The West India Planters and Merchants have given an account to the same purport, and from the same authority. It is not the exact number of ships, because the extracts were not probably made at the same identical period, the Books being corrected either weekly, or every fortnight; when the number of ships vary. The Author's extract was made from the Book dated 1775 and 1776.



Glover, whose judicious and accurate accounts of the state of the several branches of our Trade, formed upon long habits of experience, have been ever considered as of the highest authority. In the West India Trade, he has looked upon the late Mr. Ellis of Jamaica, and the late Mr. Walker, Agent for Barbadoes, as possessed of the best practical knowledge of it. These Gentlemen gave an interesting and exact detail in the year 1775, to the House of Commons, which was summed up in the most masterly manner by Mr. Glover. The testimonies of these Gentlemen have been supported by Mr. Edwards, whose equally good practical information and judicious sentiments on the subject, given by him to the World in a Pamphlet lately published, fully confirms those of the Author of these Considerations.

THE account of the Exportation of Sugar from the West Indies to America, which the noble Lord states to be very erroneous, was taken from Mr. Walker, whose information has been generally admitted to be very correct. In this instance, however, he appears to  
have



have exceeded the real export, owing probably, to his either considering the whole consumption of brown sugar in America as being the produce of our West India Islands, or including the refined sugar sent there from England. But there certainly was a great part of the sugar imported into that Country of French, and other Foreign production. The account, therefore, as it has been stated, may be too much. But the real quantity cannot be obtained; nor indeed is it of any great consequence. The Tables given by the noble Lord, state that of Foreign at about 4,000, and the British at about 7,500 hogsheads, at 1000 pounds neat weight to each hoghead; which is, on an average, of each hoghead, not sufficient. Mr. Edwards, who has taken great trouble in attempting to discover the quantity, gives it at still less; but at the same time he mentions the impossibility of getting proper information from the Custom-house. The difference in opinion, of persons otherwise well informed in the Trade, between our West India Islands and North America, has been very great.

About

About 8,000 hogsheds seems nearest the truth. After all, if we can carry on our West India Trade with America, by bartering the Commodities of those States for our produce, instead of paying in specie, it is immaterial what the exact quantity is; for it must be merely speculative.

IN the accounts of the Fisheries, the Produce and Navigation of America, the Fishery of Newfoundland, and the State of Canada and Nova-Scotia, the Author has had ample and exact details, from those practically concerned in them for a long course of years. He has also availed himself of the knowledge of Mr. Wat-son, the present Member for London, who laid a very well formed and accurate account of the American Fishery in 1764, before the House of Commons; from which time, to the commencement of the War, it wonderfully increased. To these authorities may be added, a personal experience of above twenty years, during which time, the Author has had many and various accounts of the state of the American Trade; and by which means he has  
been

been able to combine the several materials of which they were composed. These he arranged during the last Summer, with a view of throwing every possible light upon a subject of such importance to the Commercial Interests and Naval Power of this kingdom; and which was then soon expected to become the object of Parliamentary Inquiry and Deliberation.

THE Author having thus given his own authorities, will next take the liberty to say a few words upon those of the noble Lord. They will be confined to his public authorities. His private ones, upon whose information many parts of his Observations are founded, are of various kinds. In some, great knowledge is displayed, but so much involved in hauteur and self-sufficiency, that they defeat their own purpose. But for others, all that can be said is, that the noble Lord (he has too much good sense, information, and humanity, to have formed such opinions from himself), deserves great compassion for having fallen into the hands of the persons who have thus deceived him.

THE

THE public authorities appear chiefly to be accounts of the Custom-house of Boston, all which the Author must consider to be of little or no authority. If the noble Lord desires a reason for his refusing to give credit to them, he will first say, that independently of its establishment, in opposition to the sense of that whole Continent, along with his own knowledge of the general practice in all Custom-houses, respecting those goods which do not pay duty, he has only to quote the noble Lord's own words, page 116 of the Observations, where he says, " It may  
 " be here observed, that no very accurate idea  
 " can be formed of the imports of America,  
 " where the article was liable to high duties;  
 " affording a temptation to the smuggler.  
 " The extent of most of the ports, or rivers  
 " leading to ports, affording almost an uninterrupted opportunity, where the inhabitants  
 " were universally opposed to British Laws  
 " and Regulations." And in page 44, speaking of a clandestine trade he says, " Through the  
 " relaxed state of the Executive Powers of the  
 " British Government in America, and the un-  
 " popularity

“ popularity of the Revenue Laws, they found  
 “ little difficulty or risque in introducing (dif-  
 “ ferent kinds of goods) through the various  
 “ harbours, creeks, and inlets, with which the  
 “ Northern Coast of that Continent abounds.”  
 Again, page 223, he says “ it is unnecessary to  
 “ remark, that the value of the Imports and Ex-  
 “ ports which was calculated from the Custom-  
 “ house Accounts, is not perfectly exact, owing  
 “ to well-known causes;” to all which the  
 authority of Mr. Edwards, speaking of the  
 Custom-house in another part of our Colonies  
 (in page 19 of his Thoughts, &c.) may be  
 added : “ The Custom-house Books (he says) in  
 “ the West Indies, out of which those docu-  
 “ ments are formed, afford no certainty of  
 “ information; for many of the bays, creeks,  
 “ and shipping places in the Islands, (parti-  
 “ cularly in Jamaica) being remote from the  
 “ ports of entry, it was formerly usual with  
 “ the Masters of American vessels, loading at  
 “ such places, in order to prevent delay, to  
 “ make out their manifests, and take out their  
 “ clearances, before they were fully laden;  
 “ receiving

“ receiving afterwards on board, notwithstanding  
 “ ing the risque incurred by the practice,  
 “ much greater quantities of goods than they  
 “ had reported. Governor Lyttleton, in a  
 “ Representation to the Lords of Trade in  
 “ 1764, now before me, observes, that there  
 “ was not at any time, one half of the produce  
 “ entered for exportation in the Custom-house  
 “ Books at Jamaica, which was actually shipped.”

THESE opinions of the Custom-house at Boston, will probably be thought a sufficient reason for not considering that Custom-house of authority. Those which have a reference to the Custom-houses in the West Indies, must have the same effect, particularly when they relate to the exportation of sugar, upon which the noble Lord has laid great stress. They will be partially so with respect to the Custom-houses in England.

IN all cases of goods paying duty, the Custom-house accounts in England are very correct.

rect. The quantity of any goods paying duty, or any debenture goods, may be always exactly ascertained from their books. But these cases apply in very few instances to the Observations of the noble Lord; although he considers the Custom-house, in every point of view, and in all cases as affording the most authentic information. The fact is, except in particular cases, Custom-house accounts ought to be made use of for no other purpose, than for debenture goods, for goods paying duty, and for the comparison of our Trade at different periods.

THE Officers in the Custom-house, who have the charge of receiving entries of goods outwards, are as careful as it is possible for them to be; but the entry being obliged to be made previously to the shipping, the Merchants are seldom able to ascertain the quantity of goods which they want to ship. And when these pay no duty, they consider it to be no injury to Government, if they are not exact; provided they take care to give a regular account of the packages which are shipped, and on which the  
fees

fees are to be paid. The copying the entry of ships in the Books is not always correctly done, nor sufficient care taken to distinguish British from British Plantation, and sometimes Foreign ships; by which means, though there is a clear distinction in the Register, this is frequently wanting in the account given of them. The Custom-house also, though they take down the name of vessels as they report, yet, from the circumstances attending their manner of entry, the number of ships cannot be, severally, ascertained; by which means neither their number or tonnage, are correctly known. The noble Lord indeed has made a remark at the latter end of his Observations, viz. "The tonnage given in to the Register is upon an average about a-third less than the real measurement, in order to evade duties and expences, such as lights, &c.; but this is more than counterbalanced by the tonnage being in many instances repeated two or three times; or as often as the vessel sails from port in the same year." But surely his natural good sense must convince him, on recollection, of the impropriety of calling such a



vague calculation an authentic document by which our shipping may be ascertained ; especially as he does not himself always adhere to it, on the contrary, stating it to differ from the real tonnage one-half, one-third, and one-fifth, in the several accounts which he gives,

HAVING said thus much, some proofs of the Inaccuracy of the American Custom-house Tables may be expected. The accounts which he gives of the Imports and Exports to and from the two great ports of Philadelphia and New-York, are the most material, and shall be selected for the purpose. In the Tables No. 10 and 13 of the Second Edition, entitled, A General Account of Merchandize landed in the Ports of Philadelphia and New-York for two years, with the number of vessels employed, their tonnage, &c. the average tonnage of each vessel is rated in the first at no more than 41 tons, in the last at 60 tons burthen. In page 140 of the noble Lord's Observations, he mentions the number of ships belonging to Philadelphia, and partly owned in England and Ireland, never to have exceeded 280 sail at any

any period. In page 28, he states 1,150 ships to have sailed in 1775 from that port ; and his Tables for the year 1773 make the number but 796, which, at an average of the tonnage, is about 60 tons, as has been mentioned. The noble Writer makes the registered tonnage of these 280 ships 15,000 tons, or 50 tons each upon an average. If 1-fifth is added, as he gives it in one place (upon American Custom-house authority) as the proper addition to make it real tonnage, they will be 65 tons each ; if one-third part is added, as he makes it in another place, they will be 71 tons ; and if one half is added, which he in this place allows, they will be about 79 tons on an average.—The noble Lord must excuse a remark in this place, upon the variety of his calculations, and how much they tend to mislead. He was obliged to increase his former calculations to make a tolerable average. But if he had doubled the tonnage which he had given, the average of the Philadelphia ships would not have been equal (supposing even the number to be right) to the real burthen.

UPON this subject of the built and tonnage of American vessels, the Author is induced to say a few words more. It is relative to the Table of vessels and their tonnage, which the noble Lord has given in page 48 of the last Edition of his Observations, as the account of the number and tonnage of vessels built in the several Provinces under-mentioned, during the year 1769, dated from the Custom-house of Boston, and signed by the Inspector General of Imports and Exports of North America, and Register of Shipping; together with a Direction in the Account to add one-fifth part to the registered tonnage, in order to make it real tonnage. The Author has added the average of the tonnage of each vessel said to be built in the several Governments, and shall leave the consideration of the probability of this account to those persons who are conversant in their trade, and the size of their ships.

ACCOUNT of the CUSTOM-HOUSE at BOSTON.

Provinces.	Vessels built there, of all kinds.	Tonnage.	Average tonnage of each vessel, and 1-fifth added.	
Newfoundland	1	30	36	<p>If the Average of the ships built there each year for Foreign Trade is taken, (besides small vessels) it will not be less than twelve, and those in general large sized vessels.</p>
Canada	2	60	36	
Nova-Scotia	3	110	44	<p>These are the two Colonies that are to make up the deficiency of American shipping.</p>
New Hampshire	45	2,452	65	
Massachusetts	137	8,013	70	<p>The Author is not able to give an exact account of the vessels built in these States; but he will venture to assert, and which he will at a future time prove, that it is very short of one half the tonnage built in that year. In the Tables, No. 9. in the Second Edition of the Observations, the noble Lord himself gives 5,430 tons of new vessels built in Philadelphia only in one year, from the 5th of April 1765 to the 5th of April 1766.</p>
Rhode Island	39	1,428	43	
Connecticut	50	1,542	36	
New-York	19	955	60	
Jerseys	4	83	25	
Pennsylvania	22	1,469	70	
Maryland	20	1,344	80	
Virginia	27	1,269	56	
North Carolina	12	607	60	
South Carolina	12	789	78	
Georgia	2	50	30	

THE Author will not trespass upon the Public, in recounting the many inaccuracies in the General Tables of the Imports and Exports from the several parts of America, for the year 1770. To those who have leisure, he recommends an examination of those Tables, by comparing them with the quotations which the noble Lord makes, in the body of his Work, of several of the articles contained in them. It might be supposed, from the manner in which he has mentioned these authorities, that he would have paid a deference to them, by confining his references to the Tables; yet the accounts which he has inserted in the body of his Work, are chiefly those of the year 1769. He has indeed given some articles of the year 1770; but they differ in such a manner from the Tables, that they do not appear to relate to the same period. The following are instances, viz.

In page 69 of the Observations.		In the General Table Exported.	
	Barrels.		Barrels.
Exported in 1770 pitch	15,793	Exported in 1770 pitch	9,144
tar	87,561	tar	81,422
turpentine	41,709	turpentine	17,014

Most of the other articles in the Tables as materially differ.

THE

THE Tables of the Imports and Exports of this country, from 1770 to 1780, independently of the general inaccuracy, for the reasons which have been adduced, are not correctly given, considering them as comparative only. They cannot be a proper state of the American Trade, since they take in six years of the war; when the regular supplies were stopped, and those goods that were admitted, were carried clandestinely into the country, from the places in our possession. Nor have the General Accounts any agreement with Mr. Chalmers, (whom the noble Lord quotes) who has, in his Estimate of the Comparative Strength of Britain, given similar Tables; and who appears to have taken great pains to collect information. The value of the Exports to Africa, North America, and the West Indies, as estimated by Mr. Burke and Mr. Glover, in the account of the former, amounts to 6,024,000*l.* in that of the latter, to 5,900,000*l.* which is in effect the same. Lord Sheffield makes the amount of all the Exports to these places to be under 4,000,000*l.*, a difference of no less than 2,000,000*l.* per annum. The noble Lord ap-

pears to be equally inaccurate in his assertion, that our Foreign Trade has increased within this century in an equal proportion to our Colonial. According to the accounts of the great authorities which have been produced, the Colonial Trade has increased to twelve times its first value, within that period ; that is, from about 500,000*l.* to about 6,000,000*l.* a year ; being nearly equal to the whole Export Trade of England at the time of its commencement ; whilst, according to the same authorities, our Foreign Trade has not increased more than one-half of its then value. The Public will decide upon the difference of such opinions, and the weight of their authorities.

THE Author finds himself very disagreeably situated, in being thus reduced to the necessity of making remarks with such freedom, upon the Observations of the noble Lord ; especially as several parts of them are replete with useful information, and appear to have been the result of much labour, and a considerable knowledge of many branches of our trade. It would give him  
much

much concern, if he should find that any expressions which he has used, are construed into a want of that personal respect which he is very desirous of paying to the noble Lord. He should have been much more satisfied to have waited patiently for the judgment of that Public, to which both the Observations of the noble Lord, and the Considerations of the Author, were submitted. They were both written upon a subject of great importance ; and the principles of each open to investigation. But the Author having been, in the Preface to the last Edition of Lord Sheffield's work, severely attacked, and assertions (certainly through inattention in the noble Lord) alledged to be made by him, which are not to be found in his Work ; he conceives himself called upon, first to justify himself from this particular mistaken charge ; and next to make use of every proper means to discuss opinions of such great and momentous concern to the future welfare of the Public.

He has made very few remarks upon the particular parts of the American produce, or  
of



of some kinds of our manufactures, which Lord Sheffield has treated upon, and in which he has been greatly misinformed; fearing that it would swell this Work to too great a size. It is already larger than he wished. He therefore reserves himself for a further discussion of these subjects.

THE Author will now conclude in a few words. He has taken great pains to procure information of our Colonial Trade during a period of twenty years; both by correspondence, and frequent conversation with many persons deeply and extensively concerned in it. The various accounts which he has thus personally collected, he has carefully compared with the best authorities in this country, and has found no difference upon any material points. Having therefore the satisfaction to find them thus generally confirmed, he cannot have a doubt, but that the several accounts, as they are given with fidelity, will be found as correct, as the nature of the subject will possibly admit.

CON.

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E R R A T A.

W O R K.

— 71, — 20,	For the seare,	read these are.
— 74, — 9,	For two fifths,	read three fifths.
— 87, — 13,	Dele flax.	
— 88, — 1,	For ot herwise,	read otherwise.
— 113, — 16,	For lumbers,	read lumber.
— 114, — 9,	For mentioned,	read mentions.
— 171, — 9,	For price,	read prices.
— 172, — 0,	For is,	read are.
— 175, — 8,	Dele comma.	
— 199, — 1,	For ship,	read ships.

A P P E N D I X.

Clause 11, Line 11,	For or,	read and.
Note to 12, Line 7,	For independent,	read independently.
Page 15, Inter 5,	drawback on bear skins.	
— 19, For $\frac{6}{20}$	drawback on alum,	read $\frac{16}{20}$ .
— 19, For $\frac{1}{20}$	drawback on alum Ronith,	read $\frac{12}{20}$ .

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## CONSIDERATIONS, &c.

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WHEN a man of rank, confidence, and of a character to which respect is due, gives the sanction of his name to opinions in which matters of the greatest national importance are involved, his situation in life, operating with the interesting nature of the subject, can scarcely fail to attract the public attention. But, if these opinions have been adopted without a proper consideration of the subject; if, embracing great objects of Policy and Commerce, they are founded on false principles; if they tend to obstruct the happiest movements of

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Government, and to lead the Public into the adoption of sentiments and principles highly injurious to their interests, the popular circumstances under which they were ushered into the world, serve, by giving authenticity to error and delusion, to render them more pernicious and dangerous.

IN such circumstances, it becomes the duty of those who have had opportunities of knowledge and information on the subject, and who are aware of all the mischief and danger which would attend the adoption of such a system, to endeavour to prevent the Public from being misled by a fallacious representation ; and, by an appeal to authentic documents, to set them right in matters of such vast importance to their commercial interests. At the same time that they deliver their sentiments with the freedom which the importance of the subject

subject requires, they should likewise do it with the respect that is due to the character of the Writer, and a deference to the motives which may be supposed to have influenced him: In their origin, perhaps, these might be good; but, whether from a communication with designing or ill-informed men, or from whatever other cause, producing, in the event, effects miserably bad—In the hopes of making such a person feel a sense of the danger, the following advice of an elegant and philosophical Writer, in times very much resembling the present, may not be unreasonable:

———— *incedis per ignes*

*Suppositos cineri doloso.*

THE noble Author of the Observations upon the Commerce of the American States, did not weigh with the caution a

subject of such magnitude required, the consequences of those principles which he has endeavoured so strongly to inculcate. He is desirous of convincing us, that this Nation, deprived of great and powerful Colonies in North America, can support itself by the means of its European Commerce, in a still more advantageous manner ; that the West India Islands may have the full benefit of their ancient supplies of lumber and provisions, either from this country, or our two remaining Colonies of Nova-Scotia and Canada ; and, in short, that we may now have a fuller enjoyment of Commerce, in a greater extent, and to a greater advantage, than in those times when the American States formed a part of our Empire.

SUCH are the principles which this Writer lays down, treating as “ wild fables of the imagination,” every attempt  
to

to procure the restoration of our former commercial greatness, by the renewal of a close connection with America; the very means by which we attained it. He derives no small advantage, in the support of this erroneous doctrine, from the opportunity which the present state of things affords him, of playing upon the passions of a people, sore with the loss of a great and valuable part of their empire. But, if any faith is to be placed in experience, if there is any truth in the relation of the plain and simple facts which will be given in the course of this Work, relative to the former trade between Great Britain and America, the restoration of that trade, in as full and ample a manner as is consistent with the sovereignty of each, is still fully practicable; and we have it happily yet in our power to make that country, formerly the child of our fairest hopes and expectations, our firmest and

most useful friend in future. If we have but patience to suffer their present passions to subside, passions which the affecting events of the past few years must naturally excite in them, there is no reason to doubt of our obtaining every advantage which can arise from the strictest commercial union. However great their obligations are to France, manners, language, and ancient habits, will be too powerful opponents for that nation to overcome.

THE greatest bar to the settlement of the American Trade upon a liberal foundation, is the natural propensity of mankind to be governed by old habits. The attachment which we all have to the Act of Navigation, and upon which the noble Author supports his chief positions, is of this kind. For, having been accustomed to the prosperity arising from the flourishing state of our Commerce, originally

nally springing from that Act, we cast our eyes upon the whole mass, without an examination into its component parts; or without a proper reflection upon the effects to be expected from the late Revolution; and which the short time since the Peace, has not afforded sufficient practical opportunities to experience.

It is a quality applicable to the State as well as to Private Individuals, that when the objects of our pursuit are crowned with success, we are never weary of beholding their fruits. We look upon them with pleasure and admiration. We expand our views with their extension, and solace ourselves with the indulgence they procure for us. But, if the continuance of success generates self-sufficiency, pride, and dissipation, and that the smiles of prosperity are turned into frowns, (the na-

tural consequence of an alteration in our conduct) we are yet fond of resting on the security of our enjoyments, and endeavour to drive out the sense of present apprehension, by the flattering hopes of a revival of our former good fortune. Thus we stumble on, startling at every fresh distress; till at length, becoming familiarised to calamity, the impression ceases, and with it all the benefit of such frequent admonitions. Reduced to the state of a gamester, staking his all upon a single chance, we are divided between a hope of success, continually deluding us, and a false shame, preventing us from quitting a situation that is become burthensome. We omit the proper and the only means which remain in our power, the correction of our errors, and the exertion of our best endeavours, by courage, activity, and perseverance, to regain our lost condition. These neglected, wasted by enormous expences

on the one hand, and crushed by heavy losses on the other, we sink into poverty and contempt ; under the aggravating circumstances, of their being produced by our own misconduct, and our distresses rendered more poignant by the recollection of our former wealth and greatness.

THE mere sound of words, when they relate to any interesting object, has an astonishing effect in catching our attention; and affecting our passions. When this illusion once fastens upon us, it spreads like wild fire, subduing for a season every obstacle that is opposed to its progress. In this manner we are influenced by the Act of Navigation ; and in the warmth of defending the letter of that law, we entirely lose sight of the spirit of its constitution. The very name seems to convey ideas of reverence, if not of superstition ; and the Act is itself considered as an inexpugnable tower  
of



of defence, furrounded and fortified with every strength that can be derived from old habits, and from former experience of its advantages. Sanctified by the opinions of the best Writers upon Trade at the time of its being passed, it has been delivered down from father to son, as a fundamental law, which it would be a crime to discuss, and in which, to attempt the least alteration, be the circumstances of variation in our Commerce what they may, would be little less than impiety. It is given to us as a law of the Medes and Persians, "which altereth not."

BUT, though we cannot subscribe to the opinion of its being an inviolable law, we profess a high veneration for it. We acknowledge its title to the proud and just distinction of the *Maritima Charta*, the Great Charter of our Commerce. It was the means of establishing our Colonies.—

These

These Colonies were the means of establishing our immense Navigation. Of the necessity and of the excellence of this *half-divine* law, as Mr. Glover, one of the ablest of our Commercial Writers, styles it, the smallest doubt cannot be entertained, by any person who has seriously considered the subject. We are bound to admire the wisdom of its composition, as we are bound to admire the wisdom of the composition of Magna Charta; the one being of as general importance to our Navigation, as the other is to our Constitution. Yet the various revolutions in our national interests have made it useful, necessary, and prudent, to make alterations in the great law of our Constitution. And the late revolution in our commercial interests has made it equally useful, necessary, and prudent, to make alterations in the great law of our Navigation.

THERE

THERE would have been no necessity of bringing this ACT to the question, had not the late revolution in America taken place ; for we had, by the means of our Colonies, attained to such a superiority of Navigation, and in consequence, to so great a command of the Carrying Trade in all parts of the world, that the ACT itself became of less moment to the support of our Commerce. From being a sacred palladium on which the safety of our Empire rested, it was at length become no more than a partial security for the monopoly of our American Colonial Trade ; for, in many instances, we were obliged, for our mutual advantage, to surrender it to them. And as our union with America is now dissolved, if we do not speedily and earnestly endeavour to resume (as nearly as the present circumstances of the two countries will admit) our former situation, the ACT of Navigation will return to the same state in which

which it originally passed in the last century—*An Act simply for the preservation of our own shipping*—The loss of our Colonies precluding all expectation of its restoring our Carrying Trade.

At that time, the trade of the kingdom was in the hands of a few opulent men; but when our Colonies increased in strength, and the principles of Commerce became better known, its extension exceeded imagination; and even surpassed the wonderful Republic of the United Provinces, which had turned its dreary fens into warehouses, filled with the richest merchandize of every quarter of the globe; and from wanting food for its own subsistence, had stored its granaries with food for nations. With even such rivals, the goodness of our ships, the facility of working them, the skill and activity of our seamen, and the expedition with which they conveyed

veyed goods from market to market, gave them a preference in every port that they entered : Not only in the transportation of goods to Great Britain, which might be legally imported in foreign ships, but also in the Carrying Trade of foreign nations. The natural means then to regain this preference, is to recur to those habits and maxims by which it was obtained.

THE present supporters of the Navigation Act, in its legal sense, proceed upon the same principles, with respect to the American States, as the framers of that Act did with respect to the Dutch. The quality of industry is, however, the only circumstance common to those nations. Every other widely differs. The Dutch had been long our enemies ; were our rivals both in Commerce and Manufacture ; they lived at our doors ; and participated to such a degree in every branch of our trade, that  
they

they carried away almost the whole profits. A vigorous measure was therefore necessary for our preservation. The Navigation Act was passed, and much praise is due to the Authors of it; since, independently of its other great consequences, it fully answered the most sanguine expectations of the Merchants, and merited the commendations which Sir Josiah Child, one of the great Traders of those times, gives it. The Americans, on the contrary, cannot for ages be our rivals in Manufacture; they live at a distance that will always prevent an interference, contrary to our inclinations; they have been our fellow-subjects, and the great means of our being masters of the Carrying Trade; their shipping forming, in the view of the shipping employed in the Commerce of these kingdoms and the West Indies, about two parts in five; and of the shipping of Great Britain only, almost one-third. Should, therefore, the opinion of those to whom

allusion

allusion has been made, who are now more struck by the solemnity of the sound, than influenced by the efficiency of the spirit of that Act; and who do not distinguish between a partial alteration for the admission of American ships, upon terms consistent with the principles upon which it was made, and the total renunciation of those principles;—should (it must be repeated and urged) such opinions prevail, we shall have no means left to us, with equal facility and cheapness, of supplying their places; and the remaining parts of our Navigation will require every security, which the strictness of the laws, and vigilance in their execution, can afford them. For, as we shall be driven within the limits of our own shipping, by adhering to the letter of the Act of Navigation; and as there will then be other nations, who will be able, in their ships, to carry on even our own trade to the greater advantage of our

Mer-

Merchants; this pledge of the forecast of our ancestors will be no less than the Citadel itself, to which we must retire, after enduring the mortification of beholding the admirable and extensive out-works forced out of our possession.

THE noble Author of the Observations declares the Carrying Trade to be the chief object to which he directs his views. To this laudable pursuit all our views must be equally directed. But, though we fully agree upon the advantages to be derived from this Trade, we widely differ as to the means of supporting it: And we cannot forbear comparing the endeavours of the noble Writer, in this instance, to those of an impatient and confident operator, who hews off, without mercy, those wounded limbs which a temperate and skilful application might restore to their former use in the corporeal functions. The symmetry of the person may sustain injury, but the

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usefulness will remain. Our empire has suffered by its Colonies having been severed from it; but good sense and moderation will repair the breach, and retrieve the splendour of its former condition.

To demonstrate, therefore, our inability to preserve the Carrying Trade, without the assistance of America, better evidence cannot be produced than the account of the ships employed in the Commerce of this Island, and the places where they were built, taken from the actual survey which is made of them, from time to time. Of these, the number of ships built in the American States formed almost one third. If the account is extended to the Trade of the whole Empire, in which the West Indian connection with America makes a large additional part, the proportion will be about two parts in five. The account of the ships employed in the Commerce of Great Britain, at the beginning of the  
American

American war, and at this time, are as follows : The number of ships, or the tonnage, differ very little. At the former period there were about 1300,000 tons ; at the latter nearly the same. The ships were built in the following countries :

		Ships.
Northern parts of Great Britain		2,419
Southern	— —	1,311
Ireland	— —	199
British Colonies still remaining		163
American States	—	2,342
		<hr/>
		6,434
Foreign Countries	—	1,260
		<hr/>

being 7,694

ships employed in the Commerce of Great Britain at the commencement of the war. Soon after the peace the numbers were as follows, viz.

		Ships.
Built in the Northern parts of		
Great Britain	—	2,226
Southern	—	1,088
Ireland	—	144
British Colonies still remaining		104
American	—	1,126
		<hr/>
		4,688
Foreign Countries	—	2,892
		<hr/>
		7,580

But as a proportion ought to be allowed of the foreign ships for prizes, which will replace such of our vessels as were taken by the enemy, the accounts will nearly be,

British	—	5,154
Foreign	—	2,426
		<hr/>
		7,580

Or considering the American ships as foreign,

British and its present dependencies		4,028
Foreign	—	3,552
		<hr/>
		7,580
		THE

THE foregoing account proves, in the first place, that if at this time, American built ships are considered as foreign, ships of that description are almost equal in number to those British built; forming seven parts in fifteen, or nearly one half of the shipping employed in the Commerce of Great Britain, after proper allowance is made for the prizes taken by us, to supply the places of those taken by the enemy. And next, that although for the want of supply, the American ships were reduced more than one half, yet that the deficiency was not supplied by British ships, but by vessels foreign built, of which the Northern Nations supplied the far greater number; and so considerable was the increase of foreign bottoms, that even Flanders, Portugal, and the Italian States, whose whole joint stock before the war amounted to about a dozen ships, supplied almost four hundred.

THIS view of the state of our shipping, points out to us the necessity of endeavouring to convince those of their errors, who are for casting away our former Colonial Commerce with a marked disdain ; lest the establishment of such presumptuous opinions should be the means of its being lost to us, and with it every hope of our regaining the Carrying Trade. America was always able to supply us with ships thirty per cent. cheaper than they could be built in Great Britain, even with the disadvantage of having the cordage, sails, and stores, exported from hence.\* Cargoes of goods were often sent out in barter for ships ; which, as well as ships built for sale, making a freight home, the purchase could be made on still cheaper terms by the British Merchant. This advantage

\* In New England, the ship-builders will now contract for building ships at 3l. sterling per ton, including the joiner's work. In the River Thames the price is 9l. per ton, for the carpenter's work only.

vantage in purchase enabled our Merchants to trade upon a less capital; of course subject to less insurance and interest of money. Not only all the purposes of our own Commerce, but those of the Carrying Trade, were fully answered.— They were also frequently purchased in England by foreign nations; a circumstance which seems to have escaped the notice of the noble Author, as he dwells much upon the impossibility of the Americans disposing of their ships to any other nation than Great Britain; and, (which is yet more astonishing, and must be attributed to inattention, as in other parts of his works he is of opinion, that our remaining Colonies should not be permitted to build vessels exceeding fifty or sixty tons) that ship-building will increase so fast in Canada and Nova Scotia as to lessen, and ultimately to destroy that business in the United States. The hazarding such assertions is very mischievous to those

who are not conversant with these Colonies ; as it holds out a very fallacious idea of their situation, and exhibits an imaginary prospect, which can never be realised : To men of knowledge and information of the State of Canada and Nova Scotia, they carry so much improbability with them on the first view, that they sufficiently refute themselves.

THE present question is, how to supply the deficiency which the want of American shipping will create, without loss ? The mere deficiency may be supplied : We may purchase foreign ships, though on bad terms. But the dearth of British built ships (the price having increased from five and six pounds to nine pounds per ton, for the carpenter's work, within a few years, and a certainty of its being still higher, if there should be an additional demand) will, if we are confined

finer to them, effectually deprive us of the Carrying Trade, and greatly enhance the prices of building our ships of war.

It may be objected, that although British ships are dearer, they are better, and will last much longer. Merchants of great capital, and regular trade, do not regard this additional expence; for in general they contrive to hold as small a share in the shipping as they can, dividing the property amongst their tradesmen, who make themselves amends by being employed in the repairs. The inhabitants of the Northern Ports of Great Britain, are the only people who make British built ships a profit; and this is owing to their frugality both in building and sailing their vessels. The general purposes of Commerce are directed very differently in our times, from what they were in former days, when the whole was in the hands of a few rich men, and  
accordingly



accordingly produced immense profits. The capitals of our Merchants at present are no ways proportioned to the trade which is carried on. But credit supplies the place of capital, and the profit, by being more diffused, becoming less to the individual, it is necessary to reduce, as low as the several branches of our Trade will admit, the amount of the money employed in them.—The less that is, the less will the interest and insurance be upon it, and the gain or loss be proportionate. The very saving of interest and insurance, in the course of a few years, will much more than compensate for the difference in goodness of the vessels. The following instance will illustrate this assertion.

* A British ship of 100 tons, will cost	£.	s.	d.
to sea	—	—	1,300 0 0
<hr/>			
Carry over	£.1,300	0	0

\* 15l. per ton, is a very moderate calculation, applicable only to the cheapest building ports. A River built ship would cost much more.

profits.

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£. s. d.

Brought forward - 1,300 0 0

Interest of money per

annum - £.65 0 0

Insurance about six

pounds per cent. per

annum - 78 0 0

£.143 0 0

Which, together with interest upon

it for ten years, will amount to 1,799 15 0

£.3,099 15 0

Supposing the ship, at the end of

that time, to sell for - 599 15 0

There will remain — £.2,500 0 0

A British plantation ship of 100

tons, purchased in England, will

cost to sea — 800 0 0

Interest of money per

annum - £.40 0 0

Insurance at the same

rate as the British

ship — 48 0 0

Carry over £.88 0 0 £.800 0 0

	£.	s.	d.	£.	s.	d.
Brought forward	88	0	0	800	0	0
Which, together with interest upon it for ten years, will amount to				1,105	11	0
				<hr/>		
				£.1,905	11	0
Supposing the ship, at the end of that time, to sell for only	-			105	11	0
				<hr/>		
There will remain				£.1,800	0	0
				<hr/>		

As the freights will be equal in both vessels, which the charge of fitting out on the different voyages is supposed also to be, the calculation is made upon the first cost, the interest of money, the insurance, and the addition of interest upon these charges, which is always included in mercantile transactions. The difference, therefore, of expence, between a British and an American built vessel, will not, in the course

course of ten years, be less than 700l. \* upon so small a capital. If there is any error in this calculation, it is in favour of the British ship: For, if an account is kept of each vessel, supposing the same certain freight made, and the same certain outset paid by each, and interest of money, and insurance is calculated, the American ship will clear herself in six years; whilst the British ship will not accomplish it in less than ten, and much longer, if a River-built ship; (the value of each being considered at the several periods as stated above;) which will leave a still more considerable balance than the above 700l. in favour of the American ship. Every man versed in mercantile affairs will see the truth of these observations.

SOME

\* This difference in a River built ship, would be several hundred pounds more.

SOME objections may be made, by those who have had the misfortune to meet with a New England ship, badly built, against the supposed equal charge of fitting out. The Merchants, in general, find very little difference, particularly in ships of the Middle and Southern States, whenever they fall into the ship carpenter's hands. But to guard against such casual instances, the calculations are not only made for the first ten years, when ships (except in cases of accident) are liable to few other than common repairs; but the British vessel is supposed to be capable of service, and is valued at nearly half the original cost, whilst the American ship is considered as not fit to be sent longer to sea, and is valued at no more than she will sell for to break up.

To carry this comparison yet farther—  
The American shipping employed in the  
Commerce

Commerce of Great Britain (exclusive of the trade between America and the West- Indies) at the commencement of the Ame- rican war, was 398,000 tons, which, at the moderate calculation of 13l. per ton, will cost			—	£.5,174,000
8l. per ton			—	3,184,000
				<hr/>

Making a difference of £.1,990,000

Additional capital employed in our ship-  
ping, or above 218,000l. per annum, for  
interest of money and insurance charged  
upon our trade.

THE American built ships, which have  
been given in the account of the shipping  
employed in the Commerce of Great  
Britain, must not be confounded with  
those ships which carried on the trade be-  
tween this country and America. The  
former

former were incorporated in the general body of our shipping; of which the American trade was only a part, and which was carried on by the American Merchants in ships, whether of the built of Great Britain, America, or any other country, indifferently, as they came into possession of them, or chartered them for the voyage. The account, therefore, of the American built ships in our trade, the burthen of which was 398,000 tons, must be considered as applicable only to the purpose of shewing the state of our shipping, from whence we drew our supplies, and how the deficiency is to be filled up, should the American built vessels in future be excluded.

It will be useful to us, to take into our consideration the state of the shipping employed in the Commerce of America before the war. There not being the same

same regularity in surveying the trading vessels of that country, as is practised in Great Britain, and the Custom-house books not distinguishing the voyages which each ship made in the year, it is not possible to give so very exact an account. But good information, collected with care, and compared with the produce of the different States, to which equal attention has been paid to procure the best accounts, very fully supplies the deficiency; sufficiently, at least, to give us a very just idea of the state of their shipping. Before the war, the number of vessels, of all descriptions, employed in transporting the produce of the American States to Europe, the West Indies, and other parts of America (exclusive of those employed in coasting the Creeks and Rivers of each State, of which no account is necessary to be given, as they had no connection with any foreign trade) amounted to above 4,400,

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and



and were of the burthen of upwards of 400,000 tons. They were thus divided :

	Ships.	Tons.
In the European Trade		
were employed about	1,220	195,000
In the West India and		
Coasting Trade -	2,150	146,000
In the New England		
Fishery, besides those		
employed in carrying		
the produce to mar-		
ket, which are in-		
cluded in the above -	1,099	59,775
	<hr/>	<hr/>
	4,469	400,775

OF these, the shipping employed in the West India and Coasting Trade, and in the Fisheries, were almost wholly American property, and manned by American seamen; as on the contrary, those in the European

European trade (which were about one half of the shipping employed in the Commerce of the American States) were generally the property of British Merchants, navigated by British seamen, and carrying to the markets of Great Britain, directly or circuitously (the latter in a small proportion only) the produce of those States.

THE danger of losing our seamen, particularly in time of war, has been the cause of very serious apprehension; the same common language creating a difficulty of distinguishing the American from the British seamen. The principal means of averting this evil, which menaces us in a most alarming manner, is to endeavour, on our part, to unite our common concerns upon such grounds, as to make it the interest of America to enter into an agreement, for the purpose of establishing such a description of the seamen of each country,

as will prove their identity. This might be always practically done, in those vessels which are the joint property of the subjects of both nations, and to which a certain number of British seamen must always belong, by rating the names, country, and description of every seaman on board, both British and American; to which reference might always be had. Besides, the more the mutual interests of both countries are blended, the more exertion will be made by the States to prevent the desertion of our seamen, as their own safety will then be, in a great measure, involved in it. On the contrary, if America is considered merely in the light of a foreign nation, and treated with as such, she will have no motive of friendship or attachment to induce her to put a stop to a measure, which, though an evil of magnitude to us, will prove of essential service to her, and consequently be her interest to encourage.

THOSE

THOSE who point out the inconveniences which the United States will probably feel, from a want of connexion with this country, do not sufficiently advert to the circumstance of our being at the same time, and for the same reasons, partakers in their sufferings. Nor are the complaints which they make of America's engrossing the Carrying Trade (" which, considering our situation and circumstances, they say, we had comparatively little of;," and in consequence are of opinion, that even at the price of the enormous expence of the last war, the separation is of advantage to us) to be reconciled to the insignificant light in which they at other times view the American Navigation and Commerce; removing by the one all fear of rivalry, and overthrowing by the other the great superiority of our Navigation. The real fact is, the more America increased in her Commerce and Na-

vigation, the greater was the accession of strength to this country, and the greater in proportion was the increase of our own shipping.

ANY attempt to prove, that America, by having obtained Independence, will feel inconvenience in the loss of the Carrying Trade, must be nugatory, and founded on misinformation; the superiority of shipping being on the part of Great Britain. The United States, in general, are much more in want of vessels to carry off their produce, than of being carriers for others. Foreign nations will supply their present wants, if we refuse; and necessity, supported by their own natural advantages, will make provision for their future ones. But it is very bad policy to decline the present benefits which are held out to us, and to stimulate them to be rivals to our Navigation, when proper encouragement

(which

(which the experience of former advantages strongly points out to us) would, by possessing the better capital, throw the direction of their Commerce chiefly into our hands, and be the means of renewing our former friendly intercourse. It cannot be too often repeated, that the nearer we approach to our former commercial connexions, the nearer approach we shall make to the interest of this country.

WE should be faithless stewards indeed, of the talents which have been intrusted to our care, should we reject a Commerce in every respect beneficial to us; supporting our Carrying Trade, by employing a great number of vessels, particularly in the transport of the bulky articles of the Middle and Southern States; and forming no less than a sixth part of our whole shipping, equal, if not superiour to that of our West India Colonies. These States, deriving so much

greater benefit from husbandry, have no inclination to carry it on for themselves ; nor will ever be induced, either to employ their own exertions, or make use of the shipping of our European neighbours for the purpose, if we will undertake it in a manner satisfactory to them. This we may do, with equal satisfaction and advantage to ourselves.

THIS advantage is not, at least in many points, denied by the noble Writer; but he builds his opinion wholly upon the idea of America's having insulted Great Britain by the declaration of Independence; and therefore considers any permission whatever, for the United States to trade with this country, to be a favour, which we are very indulgent to grant, and which they ought to receive with gratitude.— However confident he may be of this position, he certainly does not act with policy,

policy, to accompany the terms of trade which he thinks proper to be offered to those States, with an avowed declaration of these sentiments ; since he cannot forget the dispositions which they shewed during the severity of the war, and that, by a parity of reasoning, although the terms held out might have advantages, yet if they were couched in the language of dictation, they would most probably be rejected. It is at all times a most difficult part for a nation, which has miscarried in the attempt to subdue by force subjects who have resisted, and maintained an independence of her Government, to convince them that she has lost all views of again endeavouring to reduce them. Pride and arrogance will, if there is sufficient power to make them feared, excite resentment ; contempt, if there is not. There is no other method to recover their lost affections, than a Treaty, clearly founded

on



on a broad basis of mutual advantage.—  
 It is in this case a fortunate circumstance,  
 that the general interests of both countries  
 have so intimate a connexion, that any  
 contrary system must be productive of con-  
 siderable present inconveniences to that  
 which adopts it. And, ultimately, of  
 much greater detriment to Great Britain  
 than to the American States.

THE noble Writer has made it a question  
 for our consideration, “ Whether we have  
 “ not engaged too great a proportion of  
 “ our capital in foreign trade, to the  
 “ great detriment of other important na-  
 “ tional concerns, and particularly of the  
 “ most important of all, Agriculture,  
 “ which at this moment languishes in a  
 “ great degree, by the scarcity of money.  
 “ It would be found (he says) on investiga-  
 “ tion, that not half of the money is em-  
 “ ployed in it that should be, and that in many  
 “ parts,

“ parts, the farms are by no means pro-  
 “ perly stocked and cultivated. It is also  
 “ well known, that the price of land has  
 “ fallen near one-third within eight or  
 “ nine years.” The first idea which na-  
 turally strikes us on reading these words,  
 is, that the Writer of them is an entire  
 stranger to the transactions of the last  
 twenty years; to the prosperous state of  
 the first ten years of that period; to the  
 gradual decay of the last. The flourishing  
 condition of our Agriculture and Naviga-  
 tion, before the unhappy disputes with our  
 Colonies; the large sums laid out in the  
 improvement of land; its high and in-  
 creased value; the immense tracts of  
 waste grounds enclosed and fertilised, and  
 the general opulence of our farmers; to-  
 gether with the great extension of our  
 Commerce and Manufactures, and the  
 abundant wealth of our Merchants and  
 Traders before that period; when com-  
 pared

pared with the miserable contrast since that time, point out very clearly the cause of those melancholy effects which have been thus described. A part of the one hundred millions of money spent in these disputes, might have been applied to those purposes, which the noble Author of the Observations laments, are neglected for the want of assistance.

THERE is one, and one argument alone, which can be urged, with any appearance of reason, in favour of that system which confines our shipping within the bounds of our own country. It is founded in despair; and supposes that the National Debt is become so enormous, the taxes upon trade so great, and a relaxation of spirit so general, that our own shipping will be abundantly more than sufficient for all the purposes of our Commerce. If these melancholy surmises prove to be facts, the

game

game which we are playing, to preserve the Carrying Trade, is at an end ; and we shall find sufficient difficulty to keep even the immediate Navigation of Great Britain and Ireland in a tolerable condition. Whatever opinion may be formed of the bad situation the country is in, the man who recommended acting upon such desperate principles, would find himself severely condemned, even by those very people who conceived that opinion. They would very properly tell him, that exertions ought at least to be made, to recover, as far as we were able, the losses we have sustained. A very considerable part of our dominions has been torn from us. But though its sovereignty is gone, we ought not to sit quietly down, under an infatuated blindness, and be witnesses of its Commerce following, when it is in our own power to retain it ; and by that means put ourselves in a condition to recover our former

mer

mer commercial, and in consequence, our national greatness: Let us not lie down, like men in despair; but be active, resolute, and work out our salvation with spirit and perseverance.

It will be proper to take a view of the former Colonial Commerce of this country, and the authorities upon which the accounts are given, in order to form a judgment of its value. The first account is taken from an original Manuscript of Davenant, quoted by Mr. Burke; and is merely to shew the rapid increase of our Plantation Trade. The latter accounts, the greater part within our own experience, and fully proving the magnitude of our North American exports, are taken from the comprehensive and enlightened speech of Mr. Glover, in summing up the evidence of Mr. Ellis, and Mr. Walker, before the House of Commons, upon the  
Bill

Bill for Restraining the American Trade.  
Such an authority will not surely admit of  
dispute.

At the beginning of this century, the  
Exports to North America and the West  
Indies, were - - £.483,265  
[ Africa - - 86,665

---

£.569,930

The Exports were, on a medium, from  
1739 to 1756,

North America only	-	£.1,000,000
West Indies	-	700,000
Africa	-	180,000

From 1756 to 1773,

North America	-	£.2,300,000
West Indies	-	1,100,000
Africa	-	470,000

On

On a medium of the years 1771, 1772,  
1773,

North America	-	£.3,500,000
West Indies	-	£.1,300,000
Africa	-	700,000

And proportioning such a part of the African Trade as belonged to North America, the Exports will be found to be, at a medium of the three years before the war,

North America	-	£.3,650,000
West Indies	-	1,850,000
		<hr/>
		£.5,500,000
From Scotland	-	400,000
		<hr/>
		£.5,900,000

Or in proportion of two thirds to North America, and one third to the West Indies. The whole being upwards of one third part of the Exports of this kingdom, estimating their value upon the same accurate authority, at sixteen millions, during the few years preceding the American war.

THE

THE proportion of British goods to foreign goods, exported from hence to North America and the West Indies, were to the former, three fourths British and one fourth foreign; to the latter, two thirds British and one third foreign. The exports of British Manufactures will then be in this proportion :

North America	-	£.2,737,000
West Indies	-	1,234,000

THE accounts which were taken by authority in America, of the value of British goods, imported previous to the war, are somewhat, though not materially, different. They were estimated as follows :

To the four New England

States	-	-	£.407,000
New York	-	-	531,000

---

E      Carry over £.938,000



Brought forward	£.938,000
Pennsylvania -	650,000
Virginia and Maryland	865,000
North Carolina -	25,000
South Carolina -	365,000
Georgia - -	50,000
Jersey and Delaware no estimate, suppose -	50,000
	<hr/>
Sterling	£.2,943,000
	<hr/>

THESE accounts, marking as they proceed, the astonishing increase of our North American Export Trade, which had its rise almost within this century; and which, within so short a space, attained to the immense sum of three millions and a half sterling, do not, great as they are, confine our ideas within even such extensive bounds. For, should such a perfect reconciliation between the two countries

countries take place, as to produce the revival of our former connexions, we may look forward to a yet greater increase of our Navigation and Commerce, in the increase of American population ; which, according to the best Authors, doubles itself in twenty five years : And as the inhabitants have so great an extent of fine country, to employ them in the more eligible cares of Agriculture, their consumption of British Manufactures would necessarily be of wonderful magnitude.

SUCH an increase of trade, of course demanded an increase of shipping. We found it in those States, which the supporters of the contracted system of Navigation are striving to tear from us. They seem weary of the prosperity of their own country, and are ready to abandon the only opportunity which presents itself to us of reviving our own Navigation, by such a communication with America, as

would prevent foreign nations from the benefit of supplying the present want of shipping, which the war has occasioned in that country. But instead of a conciliatory healing conduct, they are goading the United States into the use of those powerful natural means, which the situation of their country has given them ; and which will enable them, in a course of years, as they increase in strength, not only to deprive us, but every other nation, of the Carrying Trade.

THEY have excellent harbours, and they build ships cheaper than any other people. The improvements they make in that art are exceedingly rapid. If we choose to procure them from these ports, once so familiar to us, by a free admission of them as British ships, upon stipulated terms, in the manner of ships taken as prize, or when they are the joint property of the inhabitants of both

both countries, it is in our power to do it. America has shewn us the example : The State of Maryland having passed an act upon the cessation of hostilities, declaring all British ships of which the Citizens of their State held one third part only, to be deemed ships of the State, and to be entitled to the privileges of such ships. We shall then secure our supply of shipping, as well as the support of our manufactures of cordage, sail-cloth, and many other stores, necessary for the fitting out ships, which they will otherwise buy of the Northern Powers, or manufacture for themselves. They have as good hemp as any in the world, and naval stores in great plenty ; sail-cloth they can import, of equal quality, and upon cheaper terms, than from this country. Of their industry and perseverance we have had the most convincing proofs. We experienced the good effects of their commercial spirit

before the war ; we were witnesses to these qualities in them, under all the severity of that calamity. We beheld their ships of war, and almost their whole trade, nearly annihilated at various times ; yet, they were continually building more, which were as successively taken from them ; and there were not wanting variety of instances, where vessels being taken, were repeatedly replaced by the owners with others, to an incredible number. In one instance, not less than thirteen times.— And as a further proof of their spirit in adventure, several ships since the Peace, have been fitted out for China, and Discoveries in the South Seas. Nor was the appearance of Philadelphia, soon after the evacuation of it by Sir Henry Clinton, less astonishing. At that time, one miserable ferry boat, and the remains of a few half burnt gallies, were all the objects that presented themselves to the view, upon the solitary waters

waters of this once flourishing place. A gloomy spectacle of desolation filled the eye. In a very short space of time, the sound of the axes, and the noise of the shipwrights, re-echoed through the port; and within twelve months, a forest of ships covered the rolling waves of the majestic Delaware.

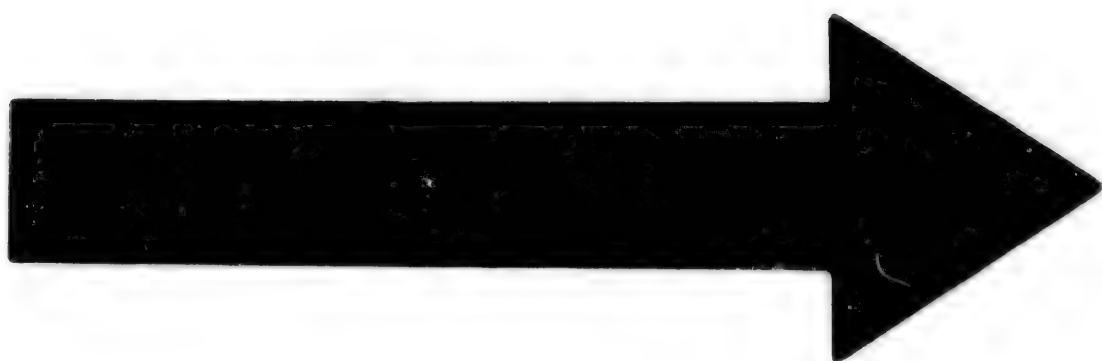
EXAMPLES like these, ought to teach us the wisdom of securing a people, who are so capable of being made useful friends, or active enemies. It would be prudent to bid even high for such industrious consumers of our manufactures; and to form such a connexion, as will make America, instead of a dangerous rival to our Navigation, conducive to the common interests of both countries; more particularly as those branches of our Carrying Trade, which are not within the limits of the Act of Navigation, and are of great importance

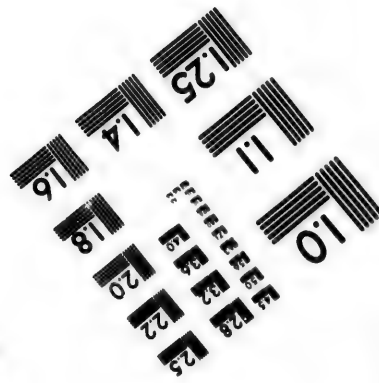
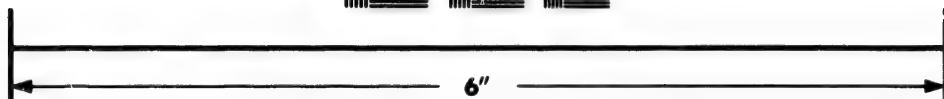
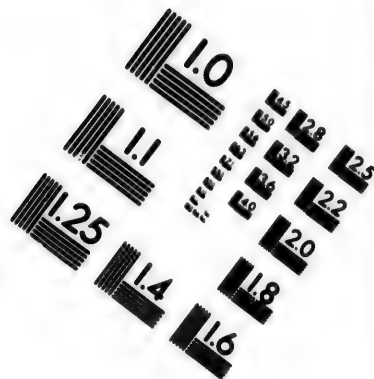
to us, will certainly be lost, without the incorporation of American, or other shipping equally cheap. And even those which that Act secures, cannot be carried on with equal advantage, because the more our Navigation is confined, the greater will be the charges upon it, whilst its late general extension was productive of as general benefits, diffused through every part of our Commerce.

A GREAT stress is laid upon the necessity which the Americans will be under to purchase English goods, from their not being able to procure them in any other country upon such cheap and advantageous terms. It is, however, a hazardous attempt to drive them to this necessity. Mankind are formed of materials which have a great aptitude to resist, when force is employed. They may be led, but cannot easily be driven; and though, according to the  
noble

noble Author, a Stamp Act, a Tea Act, or any other similar Act, cannot again occur, yet the exclusion of American ships from our West India Islands, has already produced some measures injurious to the 'mission of British ships, and the importation of British goods. One of the States has already laid a conditional duty of about three shillings per ton on the former, and of two per cent. additional on the latter. The prohibition of the import of Oil, has not yet reached New England. By the last accounts from America, the Merchants had determined upon a general revival of their Trade, and increased powers were to be given to the Congress, for its regulation in the several States. The Americans have been in the practice of self denial already. A patched, thread-bare coat, was thought no disgrace during the war. Nor were the first women in the country ashamed







**23 WEST MAIN STREET  
WEBSTER, N.Y. 14580  
(716) 872-4503**



ashamed of being employed in making linen for the use of the common Soldiers. We cannot suppose, that the miseries which America experienced from the ravages of the war, though smothered over at the peace, are entirely buried in oblivion. That can alone be effected by good will. Irritation may make the wound bleed a-fresh. We should act wiser to attempt a radical cure.

We certainly manufacture many species of goods cheaper and better, and from the superiority of our capitals, and skill in Commerce, can afford to sell them on more advantageous terms, than any other nation. These are coarse woollens\* of every kind, worsted stuffs, iron ware, nails, cutlery, common earthen ware, glass,

\* The Merchants of Philadelphia have lately imported some coarse woollens from Hamburgh, which proved satisfactory to them, both in quality and price.

glafs, tobacco pipes, worſted and cotton ſtockings, ſhoes, buttons, hats ; all kinds of Mancheſter and Norwich goods, gauze, ſilk ribbons, ſewing ſilk, tin plates, ſheet lead, and all ſorts of lead and plumbers' work ; pewter, copper, and braſs ware ; painters' colours, cordage, ſhip chandlery, upholstery, and cabinet ware ; ſadlery, gunpowder, books, ſtationary, beer, and porter. There may be ſome articles omitted in this enumeration.

THE Americans already manufacture cordage, ſail-cloth, hats, ſtockings, glaſs, and porter. But they are in a forced ſtate, and will not be brought to a perfection yielding profit, if they have a free and ſatisfactory trade with this country, as they will be able to import cheaper than they can manufacture. To reaſon as the Author of the Obſervations does, upon America's not having any coal, clay, flint, or ſimilar materials, for manufacture, and to recommend

mend " the shutting up of the collieries  
 " of Cape Breton, in order to encourage  
 " our own coals, and the Carrying  
 " Trade," hardly merits a serious answer.  
 It is the first time that coal was supposed  
 to afford profit to ships carrying it such  
 a voyage. Let us not deceive ourselves  
 by such ideas. America is 1300 miles  
 in extent along the coast. In depth im-  
 mensely great, and it contains all that is  
 to be found in Europe. She has lead,  
 iron, and copper mines ; and if we will  
 trade with her satisfactorily, she will send  
 the raw materials for us to manufacture.  
 She has coal in abundance, clays of all  
 kinds ; even the finest porcelain clay,  
 equal to the Chinese ; and in these heavy,  
 cheap articles (except casually for bal-  
 last) she cannot be supplied from distant  
 countries ; but when she is in want of  
 them, she must provide herself at home.

UPON

UPON many of those enumerated goods we already grant considerable bounties, to encourage their exportation. These will, in course, be continued. They are,

On gunpowder 4s. 6d. per 100 pounds

On linen  $\frac{1}{2}$  to 1 $\frac{1}{2}$ d. per yard

On sail-cloth 2d. per ell

On silk 6d. to 4s. per pound, according to the different qualities.

On refined sugar 26s. per 112 pounds

On cordage 2s. 4 $\frac{1}{4}$ d. per 112 pounds, if exported to Europe, and it should likewise be extended to America.

OF these manufactures, silk will be preserved partially. The lesser parts manufactured at Coventry, and the mixture of it with cotton and worsted at Manchester and Norwich, have so much greater neatness and fancy than those of other countries,

tries, that they will certainly command a preference. The other parts of the silk manufacture have too many disadvantages to contend with, to expect any other sale than what may arise from being part of assorted cargoes of goods. The greater expence of raw materials and wages in England, must secure, in every case, this trade to France.

THE great bounty on refined sugar seems to give it a preference at almost any market. The Americans, however, appear to be very jealous of its introduction, and have laid extraordinary duties upon it in some States. For gunpowder and cordage we may expect a demand; but the manufacture of sail-cloth is in danger of being lost to us, the quality of that commodity being excellent, and to be procured on cheap terms, in other countries.

WE



WE have one chance of preserving the Linen Trade, by the softness of texture of the Irish linen. The threads are more unequal, and therefore more pliable than the German ; a quality which is generally preferred in linen.

If the Americans continue to be supplied with goods from this country, there does not appear to be any absolute necessity for taking away the remaining duties on foreign goods exported: But no more must be exacted than on goods exported to other foreign countries. It would without doubt be an encouragement ; but the revenue is in such an impaired state, that if it incurs this reduction, some other addition must be made to it. The demands of the Merchants in America, will not for a considerable time be equal to the sale of whole cargoes of any one species of goods ; and the port charges attending vessels lading  
in

in different places, will exceed the savings made by purchasing the foreign goods they want in any part of Germany or the Baltic, of which they are the growth or manufacture. It will often happen, that a ship is ordered to return home with such a quantity as may be wanted from any of the above ports to which they have brought a cargo. But this will be accidental, and is not connected with the assorted cargoes of goods, which the Americans will give orders for to this country. Foreign goods generally form a fourth part of an assorted cargo.

THERE are many articles which America will supply herself with, by the return of her vessels from the Southern parts of Europe, without coming to England; such as silk, wine, oil, and other productions of those countries. The climate of  
the

the Southern States is so perfectly well adapted to the culture of these articles, that in time they will supply themselves. They have no other difficulty to contend with, than what arises from the infancy of those parts of the country. They want only management, and sufficient population, to furnish themselves with every product of the finest countries of Europe and the East. They will be in possession of these advantages, long before they turn their views to manufacture. We shall always find a protection to ours in the greater profit, health, and enjoyment, which attend husbandry ; especially in a country where the finest land may be had, almost for the culture. The inhabitants of such countries will prefer purchasing, to the manufacturing of goods for their own use. Necessity has sometimes driven them to it. Cotton and

flax they have; and so long since as the war of 1739, the Carolinians, on the miscarriage of their European supplies, manufactured cloathing for their Negroes. In the back countries they yet manufacture for their immediate use: Very much in the same manner as was formerly practised in this kingdom, (probably, in the interior parts of Wales and Scotland the custom may still continue; if not, it is in the remembrance of many persons of our times) where all the apparel and linen, necessary for the family, were made in it. They sowed the seed, raised the flax, dressed it, and prepared both that and the wool for manufacture, which was performed within their own domain. Their wants were not many, and these were supplied among themselves. But as it happened in England, it will happen in this part of America; the country will  
be

be better peopled, the roads will be more opened, and they will find it more profitable to purchase goods, than to manufacture them.

THE exportation of goods from America comes next under consideration, and how far it may be made useful to us. The United States of North America may be divided into three parts, each having a particular connexion with the different States of which it is composed. The first in order is New-England, whose trade chiefly consists in ships built for sale, in exporting lumber and provisions; but more particularly in the fisheries, which they have pursued with great success. The second division is from the River Hudson to the Chesapeak, including the States of New-York, the Jerseys, Pennsylvania, Delaware, Maryland, and Virginia; all connected

nected together by a trade similar to each  
 other ; principally in wheat, flour, to-  
 bacco, building ships, lumber, and provi-  
 sions. The last division is North Carolina,  
 South Carolina, and Georgia ; the former  
 of which produces wheat, lumber, and  
 naval stores ; the latter, rice, indigo,  
 lumber, naval stores, and provisions.—  
 This is the outline of the Commerce of  
 America. To speak more particularly, we  
 must begin with New-England, whose  
 great Commerce is the fisheries of cod,  
 whale, mackrel, &c. from which are pro-  
 duced spermaceti, whale, and cod oil,  
 and whale bone ; together with ships built  
 for sale, pot-ashes, some naval stores, skins,  
 furs, masts, boards, joists, planks, staves,  
 cattle, horses, hogs, poultry, beef, pork,  
 hams, butter, cheese, &c. also some  
 manufactured iron ware, hats, and can-  
 dles. The exportation from the Hudson-  
 River,

River  
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River, and the Bays of Delaware and Chesapeake, consists of tobacco, wheat, flour, bread, Indian-corn, beans, pease, rye, beef, pork, tallow, hogs-fat, wax, flax-seed, some naval stores of various sorts, ashes, horses, drugs, hams, smoked beef, butter, cheese, live hogs, poultry, hemp, flax, deer-skins, brandy, iron-ore, bar and pig iron, copper, furs, ships for sale, and lumber. From the Carolinas and Georgia, they export rice, indigo, deer and other skins, hemp, hides and other tanned leather, lumber, pitch, tar, turpentine, some tobacco, Indian-corn, wheat, flour, horses, and live stock, beef, pork, butter, hogs-fat, wax, tallow, drugs, hams, and some ships. They have attempted silk and wine, with an appearance of future success. Oranges are fine, and in plenty.—The seare the exports of the United States, and the divisions in which they are nat-

turally placed. The amount of the value of each, previous to the war, were nearly as follows, together with that of the tonnage employed in the exportation :

*First Division.*

	Tons of shipping employed.
New-England States, (including the fisheries) £.770,000*	150,000

*Second Division.*

New-York, £.529,000		
Philadelphia, 685,000		
Maryland, 379,000		
Virginia, 706,000	£.	Tons.
	2,299,000	183,500
Carry over £.3,069,000	183,500	150,000

*Third*

\* This exceeds most of the accounts generally given ; but those were taken many years ago, and did not include the very great increase of the fishery in the few years preceding the war.



Tons of shipping employed.

Brought forward £.3,069,000 183,500 150,000

*Third Division.*

North Carolina, £.78,000

South Carolina

and Georgia, 532,000

———— 610,000 66,500

———— 250,000

Sterling, £.3,679,000 employing 400,000  
tons of shipping.

THOSE which have been part of the im-  
portations into Great Britain, shall first be  
mentioned, and next those sent to the  
West Indies.

ONE of the most material branches is  
ships built for sale, at prices greatly in-  
feriour to those in the cheapest ports of

F 4

this

this kingdom. The carpenter's prices for building, in sterling money, by the ton, were as follows: In New-England three pounds. In the Middle States about four pounds. In South Carolina, of live oak, five guineas; the whole cost of the ships equipped for sea, seven to ten guineas. They were chiefly from New England, which supplied about <sup>three</sup>~~two~~-fifths of the whole number of the American ships employed in Great Britain, and were generally sent to sea at the expence of about *sic to* seven ~~to eight~~ guineas per ton. The most beautiful are those built in Philadelphia, where this art has attained to the greatest perfection; equal, perhaps superiour, to any other part of the world. Capital ships have also been built at New-York, and in the Chesapeak; and in South-Carolina, of live oak, which is of much longer duration than any other timber whatever.

THOSE

THOSE who have asserted, that the shipping of our out-ports, are equally lasting with the American ships built of live oak, have been very much misinformed; the latter being found by experience, to be much more durable than our best oak. Nor has the noble Writer been under a less error, in placing so much dependence upon American Custom-house Accounts. A more striking instance of inaccuracy cannot be given, than in the account he gives, (from that Custom-house) of the shipping built in America in one year. We must naturally suppose, from this account, that Newfoundland was not a Colony where ships were usually built. Yet independently of small vessels, there is no year in which many large ships are not built for foreign Trade. Generally twelve, upon an average. The Observations on the American Trade also vary much, in the difference between real and registered tonnage; in some places one-fifth, in others,

others, one-third, and in one place one half.

THE Fishery, and carrying the fish to market from New-England, employed at the commencement of the war, about 1450 vessels of 100,000 tons burthen, and 11,000 fishermen and seamen. This account not agreeing with that of the Author of the Observations, requires some explanation. He estimates the shipping employed in the different fisheries in 1763, as follows: In the whale fishery eighty or ninety sloops; in the cod fishery two hundred and fifty schooners; and in the mackrel fishery forty sail. We had a very accurate account of these fisheries, from a Gentleman of the first commercial knowledge, and of long practical experience in the American Trade, Mr. Watson, Member for London, given by him to the House of Commons in the year 1775;

1775; taken nearly at the same period as that of the noble Author; the latter being in 1763, and Mr. Watson's in 1764. The difference between these accounts are very great. Mr. Watson made the number of vessels employed in the whale fishery to be one hundred and fifty, which the noble Author estimates to be ninety. In the cod fishery three hundred, which he makes to be two hundred and fifty, and in the mackrel fishery ninety vessels, instead of forty.

FROM the year 1764, to the commencement of the war, the Fisheries gradually increased; at which time they were become astonishingly great. In the Custom-house accounts, which the noble Author has given of the exports of 1770, there is a considerable difference from that which he has inserted, in the body of his Work, as the produce of 1772. But the same objections

objections operate at all times to Custom-house accounts, and in particular to American. He makes the whole produce of the cod fishery alone, to amount to eight hundred and fifty thousand quintals of dried, and forty two thousand barrels of pickled fish; of which three hundred and seventy thousand quintals, and forty thousand barrels, he states to be of the American fishery. This account, as well as that of Newfoundland, appears to be taken from the Custom-house, as they are much under the real state of those fisheries. But this being always the case with these accounts, the entries being under-rated to avoid payment of fees, or similar demands, one third part may at least be generally added to it, which will bring it near the truth.

THE American Fisheries were in this increased state at the commencement of the war, when the accounts given in this  
Work,

Work, combining all parts of them, the cod, whale, mackrel, and shad, were taken. They are very correct; and will be found to agree with the best information collected at that period.

THE produce of the cod fishery of New-England is divided into two-fifths of salted cod-fish for the European market, remittances for which were sent to Great Britain, to pay for goods purchased there; and three-fifths for the West Indian mrket, to which place the mackrel and shad were sent. The produce of the whale fishery is spermaceti and whale oil, and whale bone; which, as well as the greater part of the cod oil, was sent to Great Britain, and will yet center there, as it is the best market they can procure for it. Our consumption of oil is very great, and a part of it, as well as whale bone, is necessary to our manufactures, and therefore to be considered as a raw material. The per-  
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mission, therefore, to import it, will be of service to both countries. A different opinion seems lately to be entertained; the Proclamation issued out at Christmas last, not permitting its importation. One consequence will probably follow; that is, as much deficiency or delay in payment for the manufactures we have already exported to New-England, and an equal want of sale of them in future, as we could barter for this commodity.

THERE has been always a difference in the duty charged upon these articles, according to the quality of the vessels in which the fish were caught. Oil, and whale fins, taken in ships belonging to Great Britain, are imported duty free. If taken in ships belonging to the Plantations, oil pays thirteen shillings and two-pence one-fifth per ton, whale fins two pounds fifteen shillings per ton. If taken  
in



in foreign shipping, the duty amounts to a prohibition. These duties, which are very moderate, may continue; or if it is supposed not to be a sufficient difference for the encouragement of our own fisheries, such greater duties may be imposed, as will serve to quicken their labours, yet not prevent the importation of American oil; or create any material additional expence to our Manufacturers, or to the consumption of commodities necessary to us.

AN idea has been suggested, of suffering furs to be imported duty free, provided a free passage was granted to our Canadian subjects through the American States.— This is intended to remove any disadvantage which this country may derive from the boundary line cutting off the country of the Illinois from Canada. At present, the Hudson's Bay Company have so great a proportion of this trade, and the Americans,

ricans, by their situation, possessing also a great part, what remains will not be of any great consequence. It will be of expence to the Revenue, as furs pay a duty on importation. Beaver, on account of our manufacture of hats, pays only 1d. 2-20th each skin.

THE motive for this proposal is to encourage the fur trade in Canada. But it would be also making the United States powerful rivals in it. Besides, the good effects of Colonization in North America are now lost to us, and it will be much more profitable to avail ourselves of the advantages, which we may obtain by means of our former Colonies, (who will increase in population faster than we can increase in manufactures to supply them) than be at any great expence in improving our remaining Plantations on that continent. It is impossible to form any judgment of the future

ture inhabitants of the extensive internal country of North America ; or whether there may not be many independent sovereignties. We have but one part to act. To keep on good terms, and to trade, if we can, with the whole country. Every other encouragement to Canada, than that which will produce an adequate immediate benefit, will be, in the present circumstances of North America, only forwarding a sovereign establishment there.

It is difficult to say, what may be the effect of taking away the bounty on naval stores. Some say, that the quality of American tar and pitch is not equal to those of the Baltic ; that there is a heat in the former, which does not agree with the manufacture of cordage so well as the Baltic tar ; which is also clearer, though the American is equally good for other purposes. This account may, however,

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proceed from interested persons, in the hope of purchasing them on low terms ; it having been frequently the practice with respect to Carolina indigo, which was bought cheap as such, and then sold for French. The Legislature, in order to give encouragement to the improvement of tar, granted a bounty of ten shillings each barrel, under the denomination of green tar, describing the quality which it was necessary to have. Whether it was owing to want of care, or the difficulty of making it, very little was sent from America entitled to this bounty. Common tar received a bounty, after deducting the duty which was paid on importation, of 4s. 9d. each barrel. Pitch, deducting the duty, in the same manner, about 9d. the hundred weight ; and the duty upon turpentine exceeding the bounty, there was actually paid about 8d. the hundred weight ; masts and bow-sprits  
were

were subject to no duty, and received a bounty of 20s. the ton ; all paid in Navy Bills, which generally bear a heavy discount. The price of tar in general was from 7s. to 9s. the barrel ; sometimes it was as low as 6s. whilst at the same market, Baltic tar sold from 11s. to 12s. Pitch commonly brought 5s. the hundred ; and turpentine was very variable in price. The bounty (except turpentine, upon which a duty was paid) generally paid the freight, which was a great encouragement ; yet naval stores were always an unprofitable remittance. By these bounties ceasing, the Revenue will be benefited, but the price paid by the consumers must increase, and our shipping and cordage may also be affected by it. The duties, therefore, at least, should be taken off. The prices of the Baltic tar and pitch will rise in proportion ; for wherever the demand is

increased, the price of course increases with it.

IF the same duties are charged upon American naval stores, as upon those of the Baltic, the former must give up the trade, as they will never be able to enter into competition with them. Their distance, and the extraordinary expences they must be at, forbid it. The same reason may be applied to masts, which now receive a bounty of twenty shillings the ton ; it is that bounty which can alone support them against those of the Baltic ; where, by longer practice, they render them of much better quality.

THE noble Author of the Observations is of opinion, that the Territory of Penobscot in New-England, supplies the only good masts in North America. But although the masts there are excellent, and it has  
hitherto

hitherto produced the chief supply, he is by far too confined in this assertion, that it is the only country where good masts are to be procured; as they may be now had in many parts of the United States, and in time they will be more improved in the making them. The Cypress tree will afford most excellent masts. Most probably he means, that Penobscot is the only good place to procure them in that part of the country, referring particularly to Nova-Scotia.

THE duties upon hemp, ~~iron~~, pig and bar iron, and ashes, may be placed upon the same ground as those of the Baltic. If the charging them at less, creates any risque of unpleasant disputes with Russia, there is no advantage to be obtained in this country by it, adequate to the consequence. The American hemp, though of an excellent staple, is not well cleaned, and therefore not so proper for use as Russian.

It is not herwise, in many respects, superiour in quality; and when the fault of negligence in dressing it is remedied, it will be equal in quality to the best Ancona Hemp. It has one advantage even now; the maiden hemp, as it is called, not being taken out of it when exported. The Russians are in this practice, in order to preserve it for their own use. One principle, indeed, pleads strongly for hemp and iron not paying duty; which is, their being a raw material. For to tax raw materials, is to tax the manufactures which are produced by the labour of our own people. But, so great is the difficulty of finding other ways and means, to supply the place of these duties in our impaired revenue, that the very attempt terrifies us, and prevents our attention to these capital branches of our manufactures. We should yet take care, that we are not preserving a smaller, at the hazard of losing a greater object. In their present state of importation, however,



ever, there is not sufficient reason for making any difference in the duty, unless it might prove the means of preventing the Americans from manufacturing their iron.

THE free importation of lumber and staves has been of service; for as the quality of what has been generally imported here (except white oak staves, which are very good) is inferior to that of the North of Europe, they are purchased on lower terms for cheaper purposes, and will not in fact bear a duty. The Americans have wood fit for all purposes. The Cedar and Cypress in particular, are very fine. They will probably come into very general use amongst themselves. But we have not given any encouragement for their importation.

DEER skins are of great use to our manufactures, and do not suffer by the duty

which they are charged with. No alteration is necessary in the articles of chocolate, spermaceti candles, or other similar articles, where an interference with our own manufactures occasioned high duties to be imposed.

MAHOGANY, walnut, lignum vitæ, or any wood used in the cabinet, joiners, or block-makers trades, though not of the produce of the United States, yet their conveyance through that channel having hitherto proved useful, their importation from America ought of course to be still continued upon the same terms as formerly.

To Dye woods, every attention should be paid for facilitating their importation, as they are of the greatest consequence to our manufactures. These are, Logwood, Fustick, Nicaragua wood, Braziletto,

ziletto, and other kinds of materials for the dyers use. Indigo comes under this class; but in order to encourage the making this country an entrepot for American commodities, the duty on export should be taken off. Logwood is now in a more precarious state of being procured than ever. And Fustick, by the loss of Tobago, where great quantities of fine wood were cut, will be more scarce.

WHEAT and flour, will of course be subject to our corn laws, the importation depending on the necessity we may have for them.

FLAX seed is an article of importance to Ireland, the want of which, subjects that country to great difficulty.

THE articles of Commerce exported from America, have been generally, and  
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those which relate to this country, particularly mentioned, except the two great objects of tobacco and rice. These, from the proportionate small consumption in this country to the growth, have the principal reference to the policy of making Great Britain an entrepot for them, as well as any other commodities, which, though of less consequence, come under that description. The adopting of this principle is necessary for the preservation of this part of the American Trade, and it will probably do more: It will make Great Britain the centre of American Commerce in Europe. France has taken the lead: She has declared four of her ports, Free Ports, for the reception of American goods. If we act as wisely, we need not despair of prevailing over her. But our Custom-house system is now so clogged, that it operates almost as a prohibition. The port charges upon their  
ships

ships are very considerable, being charged as foreigners, and subject to the payment of double lights, though their cases are in many respects different, even considering America as a foreign nation. For, the payment of double lights by foreign ships, was owing to the Dutch formerly doubling that charge ; in which they were followed by the Powers in the Baltic ; and the example thus given, was copied by us as a matter in course. The Americans feel this charge the more, as they were formerly not subject to it ; and as they have few charges of this kind in their own country.

AMONG the different American commodities for which this country may be made an entrepot, tobacco is the most capital article ; and the relation of the circumstances attending it, will serve for other goods in similar cases. A Proclamation  
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has indeed been lately issued, which gives liberty to the Merchants to land tobacco without a deposit; but as the former inconveniencies were not perhaps sufficiently known, and as even the repetition of an affair of this consequence is pardonable, if it will enforce the reasons for carrying this Proclamation into permanency, the former method may not be improperly introduced at this time.—

When tobacco was landed in England, a deposit was required of 4l. per hogf-head, to be drawn back when it was exported. In London, the warehouses allotted for its reception by the Custom-house, lie at a great distance from the quays; and upon these it is not suffered to remain, though landed on one day and to be shipped the next, even with a watch upon it. The expence of landing, craning, wharfage, portorage, cartage, warehouse-rent, and a numerous train of Custom-

Custom-house and other charges (upon the whole of which, though the duty was to be received back, the Merchant charged his commission) amounting to a large sum, was, with the duty, generally drawn upon the foreign port to which the tobacco was to be sent, which made a very large advance of money. In three or four months the Merchant received back the duty he deposited, which, after deducting the charges, he remitted to the person abroad. Thus, a medium cargo of tobacco was charged with an advance of about 2000l., almost its first cost, for several months; a great part of which was sunk in unnecessary charges, commission, interest of money, and loss by re-exchange.

THE remedy for these inconveniencies is found to be very easy. Upon the arrival of any cargoes of tobacco, rice, or any goods not usually, or only partially, consumed

consumed in this country, they should be suffered to be landed, under bond, free of duty, and put into a warehouse under the locks of the Officers of the Custom-house, and the locks of the Merchants, generally called the King's Warehouse, in the same manner as is practised in the importation of coffee and rums. This method is safe, and without difficulty. The duty is paid when the goods are taken out for home consumption, or the bonds discharged when exported. This will make our ports (so far as respects an entrepot for goods imported from America) in a manner free ports. The small expence incurred upon their goods, and the expeditious dispatch of their vessels, advantages always to be met with in free ports, are great temptations to Merchants. Indulgencies as similar as the nature of our Custom-house will admit, should be granted.

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To guard against the objections which may be made by the Custom-house, to the admission of American goods, duty free, for export, (as an encouragement to them to make this country an entrepot) some remarks upon the present construction of our Trade Laws are necessary. Formerly, the spirit of those Laws was the governing principle of the Officers of the Customs. Lately, they have too great an aptitude to be governed by the Letter. The Excise, having no other object in view than the mere collection of internal duties, has a plain, confined system to follow, from which there can be little or no deviation. The Custom-house, on the contrary, having the whole Commerce of the Empire under its management, and the Trade Laws not being sufficiently explicit (from the impossibility of conforming them to the variety of circumstances which attend our foreign trade) their application must

must be left to the wisdom of those who preside over it, and whose construction of those laws ought always to be of the most liberal kind. For some years past, this has not been sufficiently attended to. The design is to prevent smuggling, but unfortunately it is conceived, that the more trade in general is confined, the better the object will be attained. The consequence is, that the Merchants are loaded with new regulations, increasing the difficulties of the honest trader, already suffering from the inroads made upon his trade by the smuggler: And whilst the defrauder of the Revenue, notwithstanding all the precautions that are taken, imports vast quantities of goods without entries, the most diligent watch is kept over those at the Custom-house, in the common mode of business; and goods paying no duty, run the risque of confiscation, if there is the smallest mistake made in the entry. Men of established character in trade, and there are  
none

none who bear a higher reputation for probity than the British Merchants, ought not to be thus lumped in one general mass of suspected persons. It implies, that all traders are objects of suspicion.— This is bad policy. If a man is honest, it will have a tendency to weaken his attempts to discover any practice to the injury of the Revenue ; and if he is inclined to roguery, he will turn smuggler himself.

ANOTHER remedy is wanted to be applied in the Customs, which relates more particularly to the trader, and would afford very great satisfaction to him ; would be the means of saving much time and trouble, and render the present complex and almost incomprehensible practice of the Customs simple, and easy to be understood. If such a correction was carried into execution, it is probable that the Revenue would be benefited by it. At present, the various branches of the Customs

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being

being obliged to be calculated, with their discounts, in all entries of goods, they require a great deal of time, and are only known to the Clerks of the Custom-house. The Merchant is not sufficiently acquainted with them, and takes them very unsatisfactorily upon trust. The first step in setting about the correction of this grievance, should be, to direct the Custom-house to draw out an account of all goods which pay duty, imported into, and exported from the kingdom, for a certain term of years before the war, in order to form the average of the actual consumption. A communication with men of business, in the different trades of which each article is a part, will still be the means of further knowledge. When these accounts are obtained, and a knowledge of the actual consumption procured, with the circumstances attending each species of goods, they should be valued according to their prices, and the duty added to, or taken from them, as the necessity of the

the case required. The value of goods, since they were first rated, has very considerably altered. Some goods are charged with too heavy a duty in proportion to their value; others do not pay enough. By this means the duties in general will be more equally proportioned to the goods upon which they are charged. The duties on goods should also be a single specific charge, without fraction, and the whole of the duties be reduced to a fund, consisting of one branch only. Some advantage to the Revenue will be made by the fractions. At the same time, the system of drawbacks should undergo a revision, in order to afford as much encouragement as possible to make this country an entrepot. To carry this correction into still more advantageous execution, the high duties, which the Merchant is now obliged to pay before his goods are landed, and which occasions a considerable additional capital to the cost, should be

paid to the Excise; and so far as relates to the connexion with the Customs in the entry, might be transacted in the same manner as coffee, rum, and such articles. The former prejudices against the Excise, must be removed by the strict and severe execution of the Laws of the Customs. It gives no alarm to the honest trader; the roguish one makes the noise. All high duties are best collected by the Excise; because they are then not paid by the Merchant till his goods are sold to the Consumer, and he is by that means eased of the burthen of making a large and unnecessary advance of money. Such, or some other effectual means, are indispensibly requisite to be put in practice, or the Revenue will still suffer further decrease, and our Commerce be more and more impaired.

WITH these very simple regulations, England might be made an entrepot for American  
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commodities. The principal articles are tobacco and rice: About one hundred thousand hogheads of the former have been annually imported into this kingdom, of which about twelve or thirteen thousand have been left for consumption in Great Britain; the rest was exported to different parts of Europe. About sixty thousand barrels of rice were formerly imported; the chief part of which was afterwards sent to Holland and Germany, the consumption in England being very small. Seventy thousand tons of shipping, almost wholly belonging to Great Britain, were then employed in bringing these articles alone to market in this country. The same trade, the same employment for shipping, and owned by British Merchants, may yet be continued to us. Even the supply of France we have a very great chance of possessing;

the Farmers General having already begun to make considerable purchases in this country.

It is possible that the Portuguese may import rice as formerly. Their attempt to introduce Brazil, instead of Carolina rice, which the noble Author has dwelt much upon, is not the first which they have made without success. Whatever may be the event, their prohibition of Carolina rice can be of no advantage to us. Perhaps the contrary; as any deficiency in the sale of Carolina rice, may prove, from the want of sufficient means, an equal deficiency in the sale of British manufactures. It was from necessity that the Portuguese procured any other sort. The Dutch have done the same; but both prefer Carolina rice. The instance given by the noble Author, of a ship arrived at Lisbon from South Carolina, which would have



have come to a better market in England, proves nothing, because the price both here and in Holland happened then to be enormously high. The returns in goods, should the Portuguese admit rice, will be chiefly in wine. But this exportation of rice directly from South Carolina, to the Southward of Cape Finisterre, was permitted by Act of Parliament, and is one of those instances in which the Act of Navigation was obliged to be relaxed. The disappointment of a private individual, was the cause of rice being made an enumerated article, to be brought to Great Britain only. He was a Merchant of great influence in this country, and annually sent ships to Carolina, at a time, when the export of that commodity was very trifling. A Colonist having built a vessel, transported in it part of the produce, destined for them, before their arrival. This disappointment proved the immediate occasion

of rice being enumerated, which continued, till the prohibition became manifestly injurious ; and then permission was granted to export it to the Southward of Cape Finisterre, as formerly ; first, in British ships only, and afterwards extended more generally. A valuable trade must otherwise have been lost to this country.

THE Germans and Dutch will continue their purchases in Great Britain. For England may be considered as a great Inn, on the road from America to the Northern parts of Europe, where the Americans may repose themselves, till they procure knowledge of the best market to send their goods. Formerly, rice was landed, shifted, and put in order for a market, in the Southern ports of this kingdom, chiefly at Cowes, paying a duty of 8d. the hundred weight. Tobacco was suffered to remain in the ships that brought it, which  
were

were considered as warehouses, in order to avoid the payment of the duties, until the Merchant had a demand for sale; when he landed the quantity he wanted, paying duty for one part, and giving bond for the remainder, which he took out of the ship; the first for home consumption, the other for exportation; and when the last was again shipped, and the debenture passed in the common forms, the bonds which had been given, were of course discharged. As ships were formerly considered as warehouses, the scene is only to be changed to warehouses on shore, and the present method, in every other respect, and which is a very simple one, continued in use.

It will be proper to take into consideration, the state of Canada and Nova-Scotia, previous to that of the West India trade; for we have been given the strongest assurances, in the Observations to which refe-

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rence has been so often made, of the sufficiency of those two Colonies to supply all the lumber, live cattle, and provisions, which our West India Islands formerly received from the American States. If we will trust to Nature, she has declared very strongly against these assertions, by shutting up their ports six months in the year; and what must particularly strike our attention, which has been directed to the advantages that the West India Islands are to receive from thence, is, that the hurricane months occupy the greater part of the time in which the Navigation is open. Independently of this severe tax, it is further to be observed, that neither the Canadians, Nova-Scotians, or any other people situated at 3000 miles distance from the seat of their Government, (even ours, excellent as that might be made, not excepted) have the same powers of applying their natural advantages, as those immediately under a Government

vernment of their own. How much worse then must be their situation (as in the present case) when an industrious rival neighbour, with so many superiour advantages, lives at their very doors. This superiority is not to be overcome, until the country which attempts it has a good Government, becomes equally well peopled, and has sufficient capitals to carry on their trade. It is of little consequence to say, there is lumber enough in Canada for all our purposes, and that it may be rendered of use; whilst that Colony has not, what all Colonies must have to make them useful, a sufficient number of people to cut down that lumber, and a good Navigation to carry it off. We cannot doubt the Southern parts of Canada being a good country; but the advantages are all internal, and can never be made use of for the purposes of Commerce, till the country on the Ohio, and in the Illinois, is settled. And when that is done,

one, who is to reap the benefit of it? Not this country, for the passage cannot be by the River St. Lawrence.

THE length of the winter in the settled part of Canada, destroys all the effects which the labour of the summer produces ; so far as respects the carrying on any considerable Commerce. During the war, the quiet she enjoyed threw the Indian trade into her hands, which the superiour advantages of the American States will now deprive her of. Canada has produced undoubtedly a great quantity of wheat. But the Americans were the chief purchasers of it. When grain was scarce in Europe, before the late war, an unusual demand was made upon America, and the Merchants of Philadelphia, who were great speculators in that article, sent Agents to Canada for the purchase of corn, which they dispatched ships for, and consigned

signed to their Correspondents in Europe. But though the produce was considerable for this Colony, it bore a very small proportion to that of the Middle States: Nor will even the quantity she is able to produce, be of service to the West India Islands, as they require chiefly flour; and there are not mills in the Province, that can be turned to the purpose of making quantities worth exportation. The Newfoundland fishery will take off some bread; but besides the want of mills, Canada has the disadvantage of contending with the inconvenience, which the fishery suffers from the delay of sending vessels to fetch it.

BUT, with all the benefits to be expected from Canada, no lasting dependence can be placed upon it. The inhabitants are in a discontented state, and not at all averse to throw off our Government. They have been kept in order merely by the strong  
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hand of military power, which, whenever it is employed in Colonies at a distance, and more especially if they are of a different nation, must have some powerful accessory helps, to make the inhabitants contented and peaceable under it. Such are those which the French West India Islands enjoy, where the riches they accumulate from their produce, joined to the impression they have of their Government at home, keep them tolerably easy and quiet. We are not to infer from thence, that the French Government is improperly severe; but it is a military one; a constitution agreeing very ill with a Commercial State.

GREAT expectations are formed also by the noble Author from Nova-Scotia. That this Province has a prospect of being improved, is without doubt, and so will every country which receives an accession of people,



people, if the subsequent measures are prudently taken. The number settled and settling there, are very considerable, and there probably will be a tolerable lumber trade in time, if the inhabitants are frugal and industrious; but it must be a work of time. And, though the noble Author of the Observations has coloured too highly the remark which he has made upon the Territory of Penobscot, East of Casco Bay, its bordering so closely upon Nova-Scotia, must prove a great impediment to the establishment of the lumber trade in that Colony. He tells us, “ it is the finest part  
 “ of America for the articles in question,  
 “ (masts and lumbers) a very good fishery,  
 “ fine harbours, and the best rivers along  
 “ that coast, which abounds with lumber  
 “ fit for the Navy, and for private uses,  
 “ sufficient to supply Britain for ages.” This does not appear to agree with his general assertion, of the want of lumber in  
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the United States, and the preference which, he says, will be given to Canada and Nova-Scotia for those articles. The latter opinion is hastily adopted, without a proper attention to the subject. The former perhaps from an indulgence of too great zeal against the late Peace. Penobscot is, however, finely situated for all these purposes which he mentioned. In the purchase of necessaries for the erection of the New Towns, and for their own maintenance, the Refugees have been obliged to apply to the people of New-England for both lumber and provisions; returning for these commodities the money which they brought from New-York. This is a bad beginning. They are, however, compelled by the law of necessity, and have no other remedy than submission to it. The climate is much against them. The evils, however, which this produces, will be lessened, if  
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the settlements increase. Their fisheries in particular, have been made the object of very sanguine hopes. Nova-Scotia and St. John's appear to be well situated for that purpose; yet, notwithstanding the numerous Colonies which have been sent from hence, and settled there, fully supplied with all kinds of necessaries, there has not been a sufficient cultivation to procure food for the inhabitants, who have been continually under the necessity of applying to the other Colonies, for provisions for their support.

BUT it is not situation alone that will command a beneficial Commerce. A sandy rock full of people, accustomed to the trade they carry on, and pursuing it with activity and perseverance, may become the seat of Commerce. This has been realized in our times, in the two little Islands of Nantucket and Martha's

Vineyard. In Nantucket, which is only twelve miles long and three miles broad, were six thousand inhabitants, many of them rich, having a neat town of five hundred houses, one hundred and forty ships, employing near two thousand seamen, and possessing fifteen thousand sheep, besides cattle and horses. In Martha's Vineyard, which is twenty miles long and seven miles broad, were four thousand inhabitants, three towns, a large flock of cattle, two hundred vessels, and two thousand seamen; each immensely populous for their size; giving a full sanction to the opinion of their possessing all the comforts and happiness which honest industry could give them. Such enjoyments produced the natural consequence, a greater increase of people than their trade could support; and obliged them, from time to time, to send out little Colonies, from their own narrow but numerous hive. Their emigrations were chiefly

to the back country of the Middle and Southern States. Great numbers of them are already settled there; and have changed the bold and daring spirit of the Sailor (exploring even the South Seas in pursuit of Commerce, to pay for the manufactures which they purchased from us), to that of the mild and peaceful Farmer. Considerable settlements have been made, and the country much improved by them. But the noble Author has now changed, not only the destiny of their Colonies, but that of the Mother Country. He has assumed the wand of a powerful Genius, and like the enchantments which we meet with in the Oriental Tales, he has employed some infernal spirit to drive them from the habitations of their fathers, where they have so wonderfully flourished and increased, and planted them in Nova-Scotia, on bleak and inhospitable coasts.

It is indeed too much presumption to expect to make the fisheries of Nova-Scotia, upon which the labour of two hundred years has been already spent in vain, superiour to those of the New-England States, whether with respect to this Nation, or to that Colony. Nor does even the noble Author seem to desire it, if we may judge from another part of his Observations; viz. “ that it should never  
 “ be the policy of England to give a particular encouragement to sedentary  
 “ fisheries, at the distance of three thousand miles, as they interfere so much  
 “ with the fisheries carried on from the  
 “ coasts of Great Britain and Ireland.” The inhabitants of New-England are at home, with every advantage that industry and a sufficient proximity to their fisheries can give them. These circumstances, put them in a far better situation than the European Nations, who make a long  
 voyage

voyage before they arrive at the seat of their Commerce, and who must fetch the provisions their fishermen consume, from the American States, to reap the full benefit of supplying their fisheries on the cheapest terms. The importation of provisions from America into our fisheries, is of so much advantage to them, that it is bad policy to prohibit it. The present difference in the cost of provisions delivered in Newfoundland, is in this proportion : Four hundred pounds from America, to seven hundred pounds from England. So manifest an advantage, determined several Merchants to fit out ships for the purpose ; but permission not being granted, and others in the same trade opposing it (probably from having made their purchases at home, or some other local advantages) they were obliged to give up their intentions,

IF we could increase our fishery, so much as to cure a sufficient stock of fish for the West India market, which has been almost wholly supplied by America, there must be some other means found out to convey it, than the circuitous voyage which the Newfoundland ships will be obliged to make to the West Indies, as they cannot procure a freight to pay their expences on their return.

SUCH of these ships as could make early voyages, in the manner that the transport of fish from thence to the West Indies is now carried on, by a few vessels in that trade, and which bring back rum in return, would produce profit to their owners. But the full supply of fish, sufficient for the West India market, in all seasons, is to be taken into consideration. The loss of time in the Winter, would put the ships out of the usual track of their employment; an inconvenience to Merchants for  
which



which a compensation is not easily to be obtained: And the want of a freight home, would make them lose money by their voyage. We are also to take care, in confining the consumption of fish in our Sugar Islands to the produce of our own fisheries, (could even that great object be carried into execution) that the Merchants concerned in those fisheries have the capacity to supply this consumption, upon equally cheap terms with other nations. Otherwise, we are only putting our hands into the pockets of our West India Planters, to take out money for the payment of bounties to the fisheries,

NOTWITHSTANDING that the surrender of the Illinois, and the country on the Ohio, has been much censured, though very undeservedly, as they were of no intrinsic value to us, had Canada and Nova-Scotia been added to them, in exchange for the possession of the Newfoundland and La-

bradore fisheries, upon the terms of the Treaty of Peace of 1762, it would have proved of essential service to us. We should have had the French alone to contend with upon the terms of that Treaty, and though they carried on the trade in a more profitable manner than the English, yet there was little interference at market ; their consumption being chiefly confined to their own country ; whilst Great Britain almost wholly possessed the trade of Spain, Portugal, and Italy. The French derived their superior advantage from sending out several ships together, the crews of which acted in concert ; and as soon as a loading was ready, in the curing of which the whole were employed, a ship was immediately dispatched with it ; by which means many of their vessels had quitted those seas, before ours were much advanced in their loadings. These advantages being now  
greatly

greatly increased, we have no other resource than our natural industry, to preserve our fisheries upon that coast. How far that will answer, when opposed to America, time alone can make known. But if the New-England States increase in their fisheries now, with the rapidity of the few years preceding the War, and the more they are confined by this country in their connexion with it, the more will their industry be stimulated, all the European Nations will be obliged to give place, and quit that trade.

It is time to put an end to a subject, of which no pleasant picture can be drawn. Till we can force Nature to make a free and open Navigation, and to soften the climate, we shall not derive advantage from Canada or Nova-Scotia, in any degree equal to the hopes that are held out to us. And yet this circumstance is made by the  
noble

noble Author to have different effects, according to the subject which is treated of: When Russia is to be made the substitute for America, in the disposal of our manufactures, the shutting up of the Baltic by six months ice, is represented as preventive of her having ships or sailors of her own; but when Canada and Nova-Scotia are to be made the substitutes for the States of America, the same interruption in their Navigation, and the country being six months covered with snow, does not hinder their becoming nurseries for ships and seamen. This, however, it is, according to another of the noble Writer's opinions, not political, was it possible, to suffer them to become; for he tells us, that it is not "the interest of Great Britain to encourage our remaining Colonies to build "shipping exceeding fifty or sixty tons," and consequently, not to be carriers of lumber and provisions to the West Indies; which he  
further

further confirms, by rejoicing, though upon the most fallacious grounds, that “ it “ is surely no small advantage, which we “ have gained by the dismemberment of “ the Empire, that we have recovered that “ most important branch of business, ship- “ building.” Supposing it to be, as he states it, an advantage, it is procured in the manner many estates are gained, by going to law for them : Purchased at more than their worth. The oyster we lost in the contest, and have only the shell for our labour.

BUT to return from this digression. Notwithstanding the strong assurances of the noble Author, of its appearing, as he tells us, that “ without any breach of the Na- “ vigation Law, and if the regulations of “ the present Proclamation should remain “ in force, in less than twelve months, “ the West India Islands will be supplied “ with

“ with every thing wanted from thence,  
 “ (the American States) at as easy a rate,  
 “ and in as great plenty as before the  
 “ war,” there is every reason to fear, that  
 those Islands, especially the Windward and  
 Leeward Islands, will be ruined in an  
 attempt which cannot but fail of its pur-  
 pose.

THOSE two remaining Colonies are  
 not of sufficient consequence to induce us  
 to make a beginning; if by that is meant,  
 the being lavish of the bounties which we  
 are advised so liberally to dispense, and  
 the laying out large sums of money in  
 hopes of making tolerable settlements.  
 Such a measure can never be for  
 productive purposes to ourselves; for  
 when it is done, and the inhabitants are  
 strong enough to govern themselves, they  
 will be no longer our subjects; and as the  
 value of the country can never be an in-  
 ducement to us to run into another Ame-  
 rican

rican war, if we take a civil leave of each other, it is all that we can expect.

It is ridiculous to talk of national gratitude. No country will voluntarily become subject to another, when they have strength to become their own masters. As soon as they can protect themselves, they neither want, nor will receive any foreign protection. It is our business to guard against what we have suffered on similar occasions. It has cost us immense sums of money in making Colonial Estates. This very Colony of Nova-Scotia has been already a heavy charge to the nation, and has never yet produced any thing of value; although we are now promised, that (with our help) it will become the granary of the West Indies. We purchased the lands of the Grenades, St. Vincent, Dominica, and Tobago, at double their value; at almost the ruin of Scotland, and greatly to the

the injury of this kingdom, in the year 1772. \* The recollection of these dear bought Colonial purchases, should make us cautious in now laying out our money upon new adventures of the same kind.

THESE considerations prompt us the more to cultivate a good correspondence with those antient Colonies, now a powerful and numerous People, who have been good customers for our manufactures, and who still continue to purchase them of us.

\* The noble Writer, in his Observations, has attributed this calamity (certainly through misinformation, the fact being sufficiently known to have no connexion with the American Trade) to the granting long credits to America. But it appears from the evidence of a New-England Merchant, of the first reputation and property, before the House of Commons, in 1775, that " he thought there " were no more failures in that trade than in any other ; " and that he recollected but one house in it having stopped payment."



us. We shall reap the advantages, without the charge, of supporting a Government over them. It is a melancholy consideration, to mention this as an advantage. But it is of little avail to recur to the past, or to consider how far it is (as we have been told) holding out a premium for Rebellion. We shall not at all find our advantage, in aggrandizing any European Power in preference to the renewing our connexion with America. Resentment will not pay our National Debt, or recover any part of our former glory and riches. As Canada and Nova-Scotia appertain to us, we ought to consider them, with respect to the immediate advantage they can be made of to us in their present condition. If they cannot maintain themselves with a little help, it would be better to give them up. When the Refugees who are settling there have received every necessary assistance, we shall be better able

able to judge of the use of these Colonies to us. But we ought to be very complete masters of this subject, before we engage in expence. One expence draws on another, and whatever sums are given, they ought to be proportionate to the certain advantage to be derived from them ; and not founded on bare assertions upon paper, of the capacity of Nova-Scotia and Canada, to supply the West Indies with lumber and provisions, and the importance of the shipping of Bermuda, to run headlong to an absurdity of conduct, increasing our own difficulties, and involving in ruin our Sugar Plantations.

THE next, and very important consideration, is the trade between our West India Colonies and the American States, the settlement of which, upon the same principles, and in the same manner it was formerly carried on, is necessary to the preservation of those Colonies, as dependencies

dencies upon the Crown of Great Britain. And, in consequence of a long and well-founded experience of this necessity, the Committee of West India Planters and Merchants have represented, “ that the  
 “ permission of American ships as heretofore, freely to bring the produce of  
 “ the American States to the Sugar Islands,  
 “ and to take back the produce of our  
 “ Islands in return, is obviously essential.”

THE noble Author of the Observations, has treated largely on this great branch of our Trade, but not with the sobriety which becomes a subject of such importance. The very name of Colony appears to be his aversion ; and he seems desirous of making a general massacre of our whole system of Colonization. He is continually sounding an alarm, of the vast expence of the maintenance and protection of our West India Islands ; sometimes placing to

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the charge of our North American, at other times, to that of our West India Colonies, the expences of every war for almost this century. If we had been without Colonies, we should not have been without war. It is not difficult to find a cause, when Nations are disposed for hostilities. An affront to a favourite Minister in the last century, effected it equally well, as the passing a boundary line in the uninhabited parts of North America in this, or the taking a few merchant ships in the West Indies.

If we except our wild schemes of settling the ceded Islands, the returns from our former Plantations, have been much more than proportionate to the expences of making them. They have been abundant. Whenever the produce of Plantations exceeds the expence of cultivating them, they become advantageous to the State ;

State; the difference being so much actual profit, exclusive of the benefits derived from the navigation. On the contrary, when Plantations (such as Nova-Scotia) do not repay the expence of settling them; or, after long flourishing, are, through the mismanagement of the Government at home, reduced in such a manner as to exceed this difference (which the West India Islands will be subject to, if the United States are not suffered to supply them in American ships with lumber and provisions) the profit is at an end, and the possession of them becomes a loss to the State.

THE reducing these Plantations to this situation, may not be the cause of apprehension to those, whose ears are shut against every argument that does not attempt to prove, that all Colonies are injurious to the Mother Country. They do not scruple to assert an opinion, that it

would be much better to give up the Islands themselves, than to give up their Carrying Trade, "that alone, (they tell us) countervailing the enormous expence of their protection." The Carrying Trade of lumber and provisions between America and the West Indies, is set down at a high value; and it is to be presumed there will not be found many followers of such an opinion: Or, of the capability of the West India Islands to make sufficient efforts to supply themselves, by fitting out vessels in conjunction with Bermuda: At least, without depriving their Sugar Plantations of those capitals, which are necessary for working them. In other words, they must find capitals for their own Plantations; people as well as capitals for the provision and lumber trade in Canada and Nova-Scotia, and for both ships and seamen, to transport them from those Colonies. It is therefore a very unjust charge  
made

made upon the West India Planters, that they deserve to suffer, or to pay an extraordinary price, if they do not make efforts which must destroy them. But another option is given them, that of supplying themselves in foreign free ports. To free ports of our own, the noble Writer is a great enemy ; considering their establishment to be equal to the abandonment of our Islands. In this he differs very widely from the practice of the sagacious Republic of Holland, and from the wise commercial system, adopted at the time Jamaica and Dominica were made free ports ; the advantages of which were found to be so great, that it was in contemplation to extend them generally before the American war broke out. Such disquisitions are of very little use, perhaps of great injury. For, whilst we are debating upon the question, Whether the surrender of every Plantation is of less evil than the admission of American ships

into the West Indies, the French are milking the cow, and profiting by our blunders.

ANOTHER apprehension, equally ill founded, arises from a fear, that the admission of American ships may be the means of affording facility to the Planter to cheat his creditors in Europe, by running away with property which ought to be sent home to pay his debts. And we are informed, “ that the evil might not rest  
“ here, as the North American Merchant  
“ would be furnished with a valuable commodity, which would establish his credit in Europe, and enable him to purchase foreign manufactures.” The Merchants in England are in a very desperate situation, if this prohibition is thought necessary for their security, to prevent such designs in the Planters. They are very fully aware, that if a Planter has  
any



any intention to be a rogue, he will not stand in need of an American ship to assist his iniquity ; and that except this North American Merchant could, like the receiver of stolen goods, purchase the commodities at half price, he must be ruined by carrying it on as a trade.

It is rather an extraordinary argument, to consider the expensive manner in which the Planters live amongst us, to be productive of the high price of their commodities at our market. The cause may be easily found for this, as well as every other branch of Commerce, where the consumption is equal to the importation ; of course in constant demand. No article has varied more in price than sugar, owing entirely to the briskness or slackness of the market for it. If our consumption should not equal our import, then, and not before, will the price fall, both in the

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Islands

Islands and at home; and the Merchant must seek for a market elsewhere.

RULES may be prescribed for having (as we are told) “our ships go out full, and “return so; and that such is the proportion, between the provisions and stores “necessary for the West India Islands, and “their produce, that it might be managed “partly by a direct, and partly by a circuitous trade; but this object has been “greatly neglected. British ships often “went out in ballast, often not half loaded, “and often returned with half a load.”

The best prescribers of rules, are the managers of this business, the West India Merchants; whose perspicuity and activity, supported by the best of all arguments, great acquired property, and the prosperity of this branch of Commerce before the American war, prove their judgment in this Trade. Yet these Gentlemen have  
not

not the art of carrying into practice, what is here so very readily marked out for them. The general progression of this branch of Commerce, was a short loading outwards, and a full one on the return of the ships. Bad crops sometimes occasioned the arrival of vessels half loaded; but this was accidental, and a calamity to which all countries are subject.

WE will not enter into an argument, whether it will be more for our advantage to procure West India produce cheaper from other nations. It will be fully sufficient to offer to the national consideration, as a full answer, the ample benefits which we derive from our Sugar Plantations; their immense consumption of our manufactures, their great increase, the shipping which they make use of, the number of sailors employed in them, and the abundant produce which is brought to Great Britain, greatly enriching

enriching the Revenue, the Merchant, and directly or indirectly, every order of the State.

THE value of the provisions sent from Great Britain to our West India Islands, was very trifling. By the information given in evidence before the House of Commons, thirteen thousand quarters of pease and beans, and nineteen thousand quarters of oats, together with a few herrings and pilchards, were the supplies of provisions exported from Great Britain to the Sugar Colonies, in three years before the war; being upon an average about ten thousand quarters of pease, beans, and oats, each year. Salted provisions were sent from Ireland, and in great quantities. These comprehended the whole importation of the necessaries of life from Europe. The remainder of the consumption was supplied by America.

CONFINING

CONFINING this supply to Great Britain, is what the noble Author states as a great national advantage. It is, he says, “ a fortunate circumstance, arising from “ the Independence of America, that the “ British Isles will regain, in a considerable “ degree, the supply of our West India “ Islands with bread and flour.” But wherein this advantage consists, remains to be proved. It has one stubborn principle to contend with, which is generally considered as incontrovertible; that the cheaper a Plantation is supplied with provisions and other necessaries, the greater benefit will be derived from it. This supply in the West Indies, by America, was generally at little more than half the price they could be supplied at from Great Britain. Though the ports are now shut by law, yet they are open by evasion;\* a strong

\* Lumber and provisions, in American ships, have been *actually* admitted in our West India Islands since Christmas.

strong evidence of their preferring the risque of seizure, to a dependence upon, and to the chance of, British supplies.

THIS supply of provisions consisted chiefly of flour, rice, Indian-corn, biscuit, sheep, hogs, poultry, and some live cattle, (a great part of the last come from Porto Rico) hams, butter, salted beef, pork, and salted fish, in very great quantities, and of great value; likewise salt from some of the smaller West Indian Islands, the Americans being the carriers. The supply from America, besides provision, consisted of lumber, boards, joists, planks, and staves; of oil, horses, tallow, leather, tobacco, pitch, tar, turpentine, iron, sloop and boat timbers, and other articles. Not less than one hundred thousand casks and puncheons were, in a year, made in Jamaica, from American staves and heading. The different towns, and the buildings of most

most of the settlements upon the sea coasts of that Island, are built with timber imported from North America. The same use of these articles, and many of them in a greater proportion, prevailed in the other Sugar Islands.\*

IN payment for these goods, the Americans formerly received the products of the Sugar Islands, of almost every kind; of brown sugars to a very large amount; of refined sugar, sent from Great Britain, to a great value; of rum very large quantities, which was not saleable at any other market; likewise melasses, syrups, pannels, coffee,

\* Mr. Edwards, in his late Thoughts on the Connexion between America and the West Indies, makes the whole value of American commodities imported into the Sugar Islands, to amount to 750,000*l.* sterling.

coffee, ginger, and piemento.\* The West Indians place a dependence upon the sale of these commodities, and will suffer extremely if it is lost to them.

THIS will probably be the case with sugar, as the Americans can supply themselves

\* It is very difficult to procure the amount of the exports from our Islands to America, the Custom-house books being very incorrect; as the masters of vessels never enter the exact quantity, making out a loose manifest before they load. The quantity of sugar mentioned by Mr. Walker, of 25000 hogf-heads, exported to North America, seems to be too much; whilst that of Mr. Edwards appears to be too little. But the latter at the same time speaks of the deficiency of the Custom-house books, remarking, that, in a representation to the Lords of Trade, Governor Littleton observes, that there was not *one half* of the produce entered for exportation in the Custom-house books at Jamaica, which were actually shipped.



selves much cheaper at Cape Nichola  
 Mole, or in any of the other French ports ;  
 which, though not avowedly opened, yet  
 are so in fact, both to import all kinds of  
 lumber and provisions, and to export pro-  
 duce in return, for the purpose of en-  
 couraging the trade of the United States.  
 They may also supply themselves in the  
 Dutch and Danish ports, where they will  
 find marts common to all nations, for Dutch,  
 French, and Danish sugars; and these of bet-  
 ter quality, and very considerably cheaper  
 than English. But supposing, as many have  
 done, that no European Nation will suffer  
 the Americans to carry off their produce,  
 the climate of that country is sufficiently  
 favourable to supply them with a tolerable  
 good sugar. Light as the sugar produced  
 from the maple tree is spoken of, it is not  
 the first time that necessity has made a  
 worse substitute acceptable. Maple sugar  
 is made in great quantities in the State of  
 New-

New-York ; particularly upon the higher parts of the River Hudson, and in the whole country about the Mohawk River. Some tenants of General Schuyler made as much as two thousand pounds weight each upon their farms, and those small ones, during the last year, which sold at about the same price as coarse brown sugar. Brandy, which, independently of what they can make themselves, they have imported in great quantities, of French produce, has greatly, and will (together with their own distilleries, which very much increase) in time supply, almost wholly, the place of rum. Our West India Islands cannot subsist without their lumber and provisions ; for which, without a stipulation on our part, instead of bartering produce, they must pay in specie. It is not difficult to foresee the situation to which they would be reduced by such a Commerce.

IN

IN the article of salt provisions, though the principal import is from Ireland, and which in quality (at least in most branches of this trade) exceeds all others, and will, so long as that is the case, command a preference ; yet it is not a sufficient supply. The greater cheapness of the American provisions, and the promixity of that country to the West Indies, will always be the means of a considerable sale. Improvements in salting will in all probability be made ; the Americans having already sent persons to Cork to attend the methods in use at that place. American pork is now equal, if not superiour in quality to the Irish, and much cheaper. Beef is inferiour ; but owing alone to bad management in salting ; the fact having been established, that beef, salted in America by Irishmen used to this business, is equal in every quality to the best Irish. Before the war, ships bound to those parts (now the United States) where

L

provisions

provisions were salted, were frequently accustomed to lay in a stock for the outward voyage only, leaving the supply of the inward voyage to be made in America. The great fertility of the back Country of the Southern States, where innumerable herds of cattle graze in the savannahs during their mild winters, will produce in consequence cheapness and plenty; and will in future times render salted provisions a very great article of their Commerce. It is want of practice (the same thing happens in England) that prevents their salted provisions from keeping as well as the Irish.

THE great deficiency of timber in the American States has been held out to us; but for what purpose, it is not easy to be understood. If it was a fact, and that Canada and Nova-Scotia could supply the West Indies, the Trade would find its own course,

course, and the noble Author might have spared himself the apprehensions of the States of America supplying the West India Islands. Happily for those Islands, however, there is no deficiency of timber in America. Such an opinion can only arise from those who, finding the country round the great towns cleared of wood, and the price of course dearer, have either too much indolence, or too little judgment, to make any farther observation ; and therefore suppose that all the rest of America is equally cleared. There is a sufficiency in that country, on the Creeks, in all the States, to last for ages ; and it may be cut down on the water side, and immediately laden in the small vessels which carry on that trade. Surely our former experience must have told us, that lumber was procured in sufficient quantities, and at a cheap price in general, for the use of the Planter. If the price varied, it

was accidental, according to the number of vessels which arrived in the West Indies ; a circumstance to which all Commerce is subject.

THE advantages in sending small vessels to load lumber, militate so much against our supplying the Sugar Colonies in British vessels, as to put it out of the power of a Merchant to pursue it, otherwise than to his ruin. The Americans will trade from their Creeks with little expence, and without delay. Our large West India ships must proceed directly to the great ports, and purchase lumber, under the accumulated weight of transportation and storing ; they must lie a considerable time loading, under great charges of wages and provisions, of course enhancing the price of freight ; and on their arrival in the West Indies, they have another, and a very considerable

considerable freight to pay for droghers, or small craft, to carry the lumber and provisions to the several ports of the different Islands, where the American vessels land them without difficulty; the whole of which must ultimately fall upon the Planter, who is the purchaser.

THIS mode of carrying on the Lumber Trade to the West Indies, has never been practised but by a few opulent Merchants, possessors of great estates in the West Indies; who, preferring the regularity of supply, though at an increased expence, to the leaving to their Agents the care of furnishing their Plantations, were accustomed to send such of their vessels as arrived very early at home, for this purpose. But no one ever attempted it with a view to profit, or even making a freight for their vessel, though they go out half-loaded. The

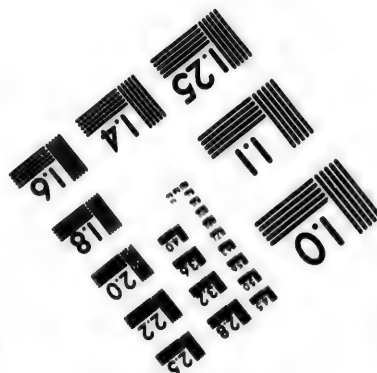
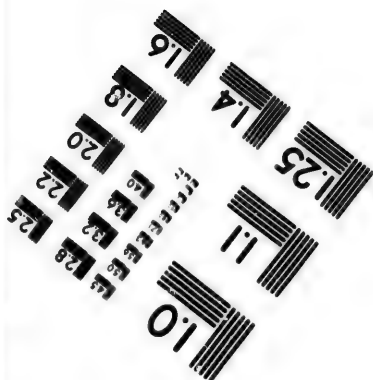
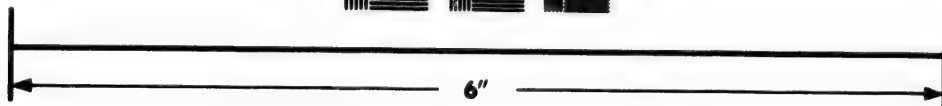
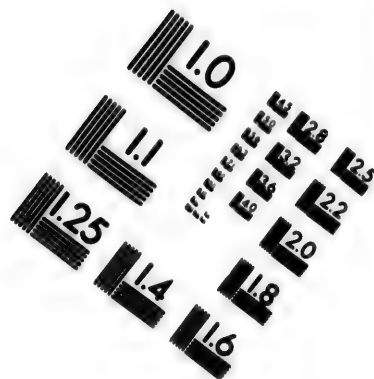
trade could not afford it. There are some seasons in the year, the hurricane months, in which lumber is rather scarce and dear; yet the Planters, in general, are not provident enough to lay in sufficient stock for a day of want. Even at the period from which all our knowledge is drawn, from that before the war, lumber, when well chosen, was always in sufficient demand to procure freight for those ships which were built in America, and sent to the West Indies, for the purpose of procuring a loading of sugars for Great Britain. The master of the vessel made his bargain, to sell the Planter a certain quantity of lumber, for every hoghead of sugar he would engage to put on board his ship. Such circumstances happened in the time of regular supply; how much greater inconvenience must then accrue from the scanty supply of British ships. For either the West Indians must carry on  
that



that trade with vessels of their own, or we must do it with British ships. The possibility of Bermuda doing it, a circumstance that has been urged, will not be admitted by any person conversant in the Trade. The dependence of that very Island for provisions must be upon America. And if they could do it, another question arises, Will the Americans suffer them?

If we expect such great docility in those States, we have not profited by our experience. There is one plain road, if we have the good sense to follow it. The advantages which we formerly derived from the Americans, when our fellow-subjects, will be continued to us, in a greater or less degree, as the connexion is greater or less between us. If we are directed by a false and narrow policy, and have so little wisdom as to think the West India Colonies will be satisfied, should we tell them,





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with the noble Author, “ We thank you  
 “ for your liberality in giving up your  
 “ usual method of supply of lumber and  
 “ provisions. We will make amends to  
 “ you for confining their transport to Bri-  
 “ tish ships, by permitting you to sell  
 “ your rums in the American States. It  
 “ will be of much greater benefit to you,”  
 we shall add to their opinion of our folly,  
 the resentment of the Planters, for this  
 contemptuous treatment. They will na-  
 turally ask us, if we had obtained permis-  
 sion of the United States, to suffer rums  
 to be imported into their dominions. In  
 an affair that has a relation to two diffe-  
 rent Nations, the consent of both is re-  
 quisite. America has certainly no right  
 to question the propriety of any regula-  
 tions which we think proper to make.  
 But she would undoubtedly make regulations  
 of her own, to counteract those which she  
 thought disadvantageous to her. What-

ever

ever "confidence (as we are told) the  
 "Citizens of those States may be desirous  
 "to place in the British Merchants," the  
 regulations of their Government being fa-  
 tisfactory, would be the inducement for  
 them to bestow it. And though a few  
 vessels may be fitting out in the River, and  
 at Jamaica, for the American Trade, they  
 cannot stir, till America gives them leave.

UPON the whole, if we exclude the ves-  
 sels of the United States from our West  
 India Islands, we must undertake that trade  
 ourselves. There is no alternative. It was  
 formerly attempted in the West Indies, but  
 without success. A few particular ships ar-  
 riving early at home, may, as has been men-  
 tioned, be dispatched in July or August; but  
 the circumstances of the trade not suffering  
 them in general, to depart till late in the year,  
 our conduct must be regulated by this general  
 state of our trade, not by such partial instances.  
 It is possible to discharge, refit, load, and send  
 a vessel

a vessel to sea in four days, which is not commonly done in less than four weeks, and sometimes in not less than four months. But we must govern ourselves by the usual practice of Trade, not by the utmost possible exertion which can on particular occasions be made in it. The consequences therefore respecting our shipping will be these that follow : There are very few vessels in the West India Trade, that can be ready to proceed to sea before the month of October. To go to Nova-Scotia or Canada, at that time, is impossible. To go to any American port to the Northward of Carolina, is attended with risque. There are very severe gales of wind in the months of November and December, upon the American coasts, exposing every ship which approaches them, to certain damage ; often driving them off the coast, and putting them under the necessity of going to the West Indies. Of these accidents, the instances are

are very common, and such must always be the case, while the ships, not being ready till late in the year, a few days detention by contrary winds in the English ports (to which they are constantly liable) must nearly ruin their voyage. The delay of loading in the great ports, and the dearth of purchase, have been mentioned. No calculation, with any degree of certainty, can be made of their arrival in the West Indies, and of the Masters being ready to enter upon the business of loading their ships, till March or April, at the earliest period ; a time when that business is very far advanced in the West Indies, and many ships nearly, if not fully laden. The hurricane months soon approaching, the vessels must return in that season, subject to additional insurance, and to an extraordinary expence, from the damage received during the voyage ; a misfortune which Owners of ships and

Under-



Underwriters, from frequent losses, are both very feelingly acquainted with; for the Merchants, on these occasions, often meet with great difficulty in making insurance, and very high premiums are frequently given. A vessel arriving at home so late in the year, cannot be ready to proceed upon the same circuitous voyage of taking in a freight of lumber by the way, until the Spring following. Thus a West India ship, which now generally performs her voyage in twelve months, quietly and with little risque, will be put quite out of her usual track.

THE freight made by a West India ship to the Sugar Islands, is trifling. She depends for profit upon the freight home from thence. In three years she now makes three of these freights, and the insurance during that time, at two per cent. out, and two per cent home, is twelve pounds per cent.

cent. On the contrary, if she proceeds to North America for lumber, she will in all probability make no freight out to that country, as the ships, necessarily upon the Trade between Great Britain and America, are sufficient to carry the goods exported from hence. The cargo of lumber, purchased at a high price, will make but a small sum for freight to the West Indies. She will perform these voyages with difficulty, and with great danger and expence, and will make but two freights from the West Indies home in three years; during which time the insurance, admitting that she makes one voyage in the hurricane season, and the other before it, will be sixteen poundsten shillings per cent. at the least, and subject to the alarms, which Underwriters are liable to at that time of the year. The present regularity of trade, which is essential in the West India Commerce, will be totally destroyed.

The

The Planters will be at one time in absolute want of food and necessaries, with their Plantations so full of their produce, as not to have warehouses sufficient to place them in ; the ships being usually a considerable time loading, which affords them great convenience in that respect, by taking in their sugars from time to time. At other times, all will be hurry and confusion, and lumber either selling for nothing, or no places to be procured for storing it. Every inconvenience arising from these circumstances being now prevented, by the continual arrivals from North America, and the regularity of our ships carrying away the produce of the West Indies.

It has been asked by the noble Lord, how did these West India Colonies subsist during the war, when “ *even Canada and Nova-Scotia*, any more than England  
“ and

" and Ireland, were not open to them,  
 " without great expence and risque?"  
 To this question it is to be answered, that  
 the greater part of the Windward and  
 Leeward Islands were in possession of the  
 French; and that the three which remained  
 in our hands, were frequently reduced to  
 great distress. The Planters in some of them  
 compromised the labour of their slaves for  
 a slender daily food. The situation of  
 Bermuda was so deplorable, that some of  
 the poorest inhabitants were actually fa-  
 mished; and it was owing to the humanity  
 of the Americans, who suffered them, upon  
 their application, to supply themselves  
 with provisions from their States; (from  
 Delaware, and Connecticut in particular)  
 that the whole people did not perish for  
 want. Jamaica having many unoccupied  
 lands, employed some of them for the pur-  
 pose of partial supply. This circumstance  
 has produced a landed interest there;  
 which

which, though a very small proportionate part of that Island and of our other Sugar Colonies inclusively, assumes to itself a consequence, sufficient to make an opposition, (the only one) to the former beneficial method of supply from America. This plain state of facts demonstrates the fallacy of the assertion, "That the experience of " the last eight years has proved, incon- " testably, how little necessary the Ame- " rican States are to our Islands."

THEIR chief dependence at that time was upon England, but that often failing, they were obliged to neglect their produce, to prevent the danger of a total want of the necessaries of life; and accordingly raised a much greater quantity of them, than they had ever before done. Whenever distress pressed very closely upon them, they purchased in the Neutral Islands at a high price. But all these  
supplies

supplies were procured upon such expensive terms, that had it not been for the enormous prices which they procured in England for their produce, the West Indies would have been ruined. This was, however, a severe tax upon the Mother Country, whose Revenues were at the same time greatly impaired by the short importations. It was an abridgement of the comforts of the People, as they were not able to supply themselves as formerly; for in all cases where the price is high, the consumption will generally be reduced in some degree of adequate proportion. During the war, the neat monies received by the Planters, for the sugars they were able to send to market, notwithstanding the high price of freight and insurance, greatly exceeded the times of peace during several years preceding the war. But we are not to infer from thence, that the profits on the whole were equal; because

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the quantity of the produce was greatly lessened. It is mentioned merely to shew, that by the method of our supplying the West India Islands with provisions and lumber (hoops, which are light, and fill up spaces in ships where nothing else can be put, is almost the only lumber sent from hence) the grievance, so far as regards those articles, will be equally great as it was during the war; for whatever expence and risque we are at in procuring them (and if America should shut up their ports, we must purchase in the Baltic) the burthen will fall upon the Planter, whose produce now sells at one half of the gross price it did in the war; and yet the principal part, sugar, is subject to an additional duty of above six shillings the hundred weight.

WHATEVER may be the motive or cause, most probably through misinformation,  
the

the very commodities formerly sent from America to the West Indies, are now set before the Public in a very false light, both as to quantity and value. Rice, in particular, is mentioned as a mere bagatelle ; yet not less than twenty thousand barrels were annually sent from Carolina and Georgia to the West Indies. Other articles are spoken of in the same manner, and provisions and necessaries made to grow in those Islands in the most easy manner, upon paper. If a Gentleman prefers employing manufacturers in his own house to make the necessaries for his use, it will not be denied that they cost more than purchasing of the shop-keeper. It is exactly the same with the Planter, who employs his negroes in raising provisions, when he can employ them much more profitably in making sugar.

It was not by such means that the West India Islands became opulent, and en-



riched the Mother Country with their produce; a monopoly which the high price it sells for in this country will (so long as it lasts) secure to us; and makes us smile at the fears of those uninformed men, who first acknowledge themselves, that the price of our West India produce in the Islands exceeds that of any other nation, and then express their fears, lest the Americans should carry off our West India produce to other ports; though there is not, nor can be, by their own evidence, a market in Europe where it will fetch the prime cost. How the Planters are to use the indirect advantages which are given to them, from an intercourse with the world in general, is a tale yet to be told. We should not suppose they could, to judge from the noble Writer's own words, which are strictly true; though they do not appear to agree with other parts of his Work, where he is full of apprehensions, that the Americans will become

come the carriers of our sugars to foreign countries. He says in this place, " That  
 " the difference of price between French,  
 " Danish, and Dutch, and British West  
 " India sugars, was so great, that nearly  
 " half the sugar regularly entered, came  
 " from the foreign islands, and was  
 " cheaper, notwithstanding the duty of  
 " five shillings per hundred on foreign  
 " sugars." " It seems, that our sugars  
 " would not have been taken, but through  
 " the advantage of barter." Yet in a Note  
 to this very article he says, " It is clear  
 " from this, that our sugars will not be  
 " taken for consumption in the American  
 " States, and they only mean to be car-  
 " riers elsewhere, if permitted to go to our  
 " Islands." And again, " That the West  
 " India Planters would derive advantage in  
 " their principal staple sugar, from the  
 " shipping of the American States being  
 " permitted to carry their produce to any

“ part of the world, is very doubtful. It  
 “ is universally allowed, that they cannot  
 “ afford it on the spot, at the price that  
 “ foreigners can.” Such contradictions  
 are not to be reconciled.

WE perfectly agree in the opinion, that  
 the West India Merchants are too liberal  
 minded men, to desire private advantages,  
 that are not public benefits. But those  
 Gentlemen must be at a loss to discover,  
 (as the noble Author states it) the motives of  
 this call upon their liberality. It does not  
 appear, that any use could be made of a  
 free permission (should it be granted) to  
 export their produce to foreign parts in  
 American ships; since no American Mer-  
 chant could purchase, or any West India  
 Planter export sugars, without a certain  
 loss in the sale at any European port. Or  
 how the price in the Plantations could be  
 increased to their benefit, when the present

price

price is already a prohibition of export to any place but Great Britain.

MUCH more is to be feared from the paying in bullion for the commodities imported from America; a trade that is indisputably to the prejudice of the country which is obliged to submit to it. It will be a serious matter to the Planter, when he casts an anxious eye over the rums in his stores, (which he cannot sell in Great Britain, and therefore they will produce no advantage to the Revenue) to behold their continual waste; and to find himself under the necessity of giving up this profitable branch of his produce, whilst he is compelled to open his purse, and pay in ready money for the necessaries which he has purchased.

It will be an equally serious consideration to him, to be bereaved of the comfort of

fresh provisions in that unhealthy climate. And both unpleasant and offensive to be thus deprived of the satisfaction he derived from the almost daily arrivals of American ships, with cattle, poultry, and many other refreshing supplies for the table. Nothing tends more to the alienation of the affections of subjects, than to deprive them of the conveniences and comforts of life. The next step to losing their affections, is to lose their allegiance.

If these reasons are not sufficient to overcome our prejudices, will the conduct of France, a country formerly greatly inferior to this nation in all commercial regulations, have any weight with us? The French Colonies have people, uncultivated lands, and many other conveniences of supply within themselves, in a much greater degree than any of our Islands. Yet France, sensible of the importance of the neighbourhood of America

rica for supply, has opened (whether by an express law, or by an obscure Proclamation, is a needless distinction) ports in her West Indies for the importation of lumber and provisions from the United States, in American ships; and suffers them to take the produce of their Colonies in return, in such quantities, that the prices of sugars in the French Islands are greatly advanced.

No other conclusion can be drawn from the preceding Considerations, which are founded upon the evidence of the most sensible and informed men, thoroughly conversant in the West India Trade, than that, if the Letter of the Act of Navigation is strictly preserved (American ships at this time not being within the description of British) we must prepare ourselves for the worst consequences that can happen to our Sugar Colonies. They will be in an infinitely worse situation than they

they were during the war. At that time, though they bought their necessaries dear, they sold their produce at a very high price. They will now purchase those necessaries at a high price, and sell their produce at a low one. In the former situation, they were gradually declining; in this, they will fall into a rapid decay: And there ~~is~~ not more proper words to convey an opinion on this subject, if the Trade between America and the West Indies is not suffered to remain in its old situation, than those of the noble Author of the Observations; who says, “ The delusion “ will amount to that degree of infatuation, which hurries on the devoted to “ destruction.”

A VERY full state of the Trade between Great Britain and America has been already given. It shews the importance of that country to Great Britain; the dependence which our West India Islands have

have

have upon it; the incapacity of the Colonies of Canada and Nova-Scotia to supply its place; and that nothing less than a renewal of the former Commercial System will raise this Nation to the power and riches which it possessed before the war.

AN opinion has been very rashly inculcated amongst us, not only by the noble Author of the Observations on the Commerce of the American States, but by many others, that America, by becoming an Independent Sovereignty, partakes so fully of the nature of a Foreign State, that we cannot consider her in any other view. The respect that is due to many worthy men who support this opinion, will not suffer us to assign other motives for it, than those which proceed from a persuasion of its advantage to this country. But, though these motives may have influenced their conduct, very different ones have actuated other persons, who have been  
 busy



busy and forward in the promulgation of these sentiments. In some, it probably proceeds from a deeply rooted systematic animosity, which is with them so powerfully operative, that no change of situation could effect a change of their desire to reduce America to submission, though at the expence of the grandeur, the power, and even the safety of their own Country. In others, from an idea, hastily and inconsiderately adopted, that the separation of America from Great Britain will produce such confusion and distress in the New States, that it will require no more than the holding out of this threat, of considering her as a Foreign Nation, to induce her to lay her Independence at our feet.

THE conduct of the former is weak, malignant, and in obtaining the desired effect, would receive a just retribution in  
their

their own destruction. That of the latter, who, equally without ill intention, as without just reflection, look eagerly back to our former glorious state of Empire before the war, is an abuse of their understanding, which even the experience of the last ten years cannot cure. Since, however, blindly attached they are to an opinion of the means, there is not the smallest probability of procuring the success which they so anxiously expect, from the local dissensions in America. One would think (says the good Bishop of St Asaph, in his excellent intended speech) "that there was some Statute Law prohibiting us, under the severest penalties, to profit by experience." It should seem, that at least we are under the influence of Infatuation; the various methods which are put in practice, either by deluding us with the prospect of America's returning to our allegiance, or by holding

holding up the great and splendid advantages which we are to derive from her being cut off from our Empire, having each their numerous and sanguine followers.

IF Great Britain and America should exchange the mutual privileges which they enjoyed in their former connexion, in all cases not derogatory to the Sovereignty which we have acknowledged, and which the sensible distinction that has been made “of a people *sui generis*,” strongly urges, and ought to be considered as a full answer to the plea of their being at this time a Foreign Nation, the benefit would be in a greater proportion to this kingdom, from the circumstance of its being the Mother Country. Those of the Citizens of America, who turn their eyes towards the pleasures of the Capital, and whose superfluous riches afford them the opportunity of their enjoyment, would expend  
them

them in the purchase of estates in England.

THE seat of a great Empire being the centre of honours, of acquaintance with the most distinguished persons, of profitable employments, of extended Commerce, of a variety of pleasures to gratify every taste, becomes the centre of attraction to all parts of its dominions and connexions, and to the riches which are contained in them. The superfluous wealth of our dependencies, thus found its way to England: Ireland, to which, in its national situation, with respect to independence, America may be properly compared, (the difference not being very material) is a decisive proof of the advantages which this Country has derived, from the Irish participating in the enjoyment of British privileges.

It

It is wholly immaterial to us, whether Independence was the effect of the choice of America, or whether she was compelled to it in her own defence. We have acknowledged that quality to be in her, and we must govern ourselves by the fact itself, and not trifle away our time in tracing out and condemning the cause of it. It is not the only Independence we have granted. It was about the same period, that we acknowledged, in effect, the Independence of Ireland. In both cases, they were extorted from us by very natural causes; the want of good Government on our part, and a sufficiency of strength on theirs, to resist us. There is no other remedy left to us, in the unfortunate situation to which we are reduced, than to make the nearest approaches in our power to the state in which the Empire was placed before the war. The nearer we can approach to this condition, the less we

shall

shall feel the ill effects of the Independence which we have been compelled to grant, and the more the wealth of the countries, with whom we have this particular connexion, increases, the more will flow into Great Britain.

THOSE who are so vehement in their opinion of the necessity of considering America as a Foreign Nation, have given us no solid ground of actual benefit which we are to derive from it. They depend upon the events which, according to their manner of reasoning, are to happen in future. Castle-building is a very pleasant operation of the mind, but it often leads it astray. They first go back to the time when the Navigation Act passed, and the arguments which were then used, and which then were most perfectly adapted to the occasion, without reflecting on the great changes which have happened in the Commercial

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System

System of Europe, since that period; and on those, which the late Revolution in particular is likely to produce. They next threaten us with the resentment of Russia, which is held out as a bugbear to us; and then bring forward Ireland by force, to join in this strange combat of one of the plainest systems in the world—the revival of our ancient Commercial Connexion with America.

In the first place, the circumstances at this time, and at the passing of the Navigation Act, are so widely different, as not to admit any parity of reasoning upon the subject. In the next, Russia is actually a rival to us in some of our capital manufactures. In that of linen, the quantities that we import, make us feel for our own manufactures, in such a competitor. This they do not themselves contradict; for we are told in the  
 Obser-

Observations of the noble Writer, that  
 “ if we should not be able to command  
 “ the more substantial advantages of being  
 “ the manufacturers (speaking of linen)  
 “ ourselves, our next object must be that  
 “ of endeavouring to secure the supply of  
 “ the American market with those ar-  
 “ ticles ;” though he surely forgets, that  
 the methods which he prescribes in various  
 parts of his Work, will prove a very bad  
 medicine for curing America of the pre-  
 judices, which she may have taken against  
 us. If he wanted to secure such a trade,  
 cooling and lenitive draughts would have  
 been much more suitable, than the rough  
 horse medicines which he prescribes. In  
 the manufacture of iron, he remarks him-  
 self, that she makes great quantities of  
 nails for home consumption, and having  
 “ taken off the duties, may now greatly  
 “ undersell us ;” a strange recommendation  
 of a country to supply the deficiency in



sale of the manufactures, with which we formerly supplied America.

HOWEVER, with respect to the principal raw materials with which Russia supplies us, viz. iron, and hemp, the chief articles in common to that Empire and America, if we do not think the importation, duty free, from both nations, necessary for the encouragement of our own manufactures, as well as for the discouragement of those which have grown up in the same country with the materials, there can be no objection to the equalizing of the duties upon them. As to Ireland, there is no small probability (from the connexion which that country, particularly the Northern part, has with America) of her being disposed to take the lead herself in this business, if we do not. There is no want of inclination, or knowledge of the advantages which she will

will derive from it, to prompt her to wish for a Treaty that might be made, upon terms very profitable to both Countries.

THE circumstances which attended our former Trade with America, can alone afford the means of properly investigating the opposite opinions which have been given on the subject. They have already appeared in the course of this Work. They shall now be repeated in substance, for their better elucidation.

THERE are many important points for our consideration. The sale of three millions of our manufactures, the probability of a very great increase, the making this country an entrepot for American commodities, the supply of our West India Plantations with lumber and other necessities, and of our Fisheries of Labradore and Newfoundland with provisions, the

Carrying Trade in general, and the former employment of American ships in our Commerce.

THE great share which we possessed of the Carrying Trade of other Nations, as well as of the importation of foreign goods, which the Act of Navigation permits in ships of the built of the country of which they are the growth, is a great and decisive proof, that notwithstanding the efficiency of that Act at the time in which it passed, it was become, with respect to any requisite security in the chief parts of our Navigation, of very little force; since, independently of our own Carrying Trade, we had, in a great measure, that of other Nations. The security of an Act of Parliament, an authority in which the general Interest must combine to enforce strict obedience, was strengthened by such an habitual superiority

periority of excellence in our ships and  
 seamen, that they commanded preference  
 by the advantages which they held out.  
 We must always acknowledge the Act of  
 Navigation to be the excellent school in  
 which we were educated, and which pro-  
 tected us, in our infant state, from the  
 intrusion of our neighbours. And,  
 although our Commerce, when it assumed  
 a manly form, became sufficiently great  
 for its own protection, we still re-  
 tain every recollection of the excellence  
 of this venerable Law, and the full re-  
 membrance of its former kindness in our  
 youth,

WE must not at the same time forget, that,  
 in this superiority of our Carrying Trade, we  
 are greatly indebted to American shipping.  
 There were little less than four thousand  
 ships employed in our Commerce, in-  
 cluding the Trade of America and the

West Indies. This is an enormous gap to be filled up, and which the experience of a few years, since the breaking out of the war, has shewn us, was supplied, not by British, but by foreign ships; and which increased so much, as to form seven parts in fifteen of the shipping employed in our service.

THE tonnage of the shipping employed in the Commerce of Great Britain, at the commencement of the war, has been stated to be, 1,300,000 tons. This includes all the shipping trading in and with this Country, whether built in Great Britain, its dependencies, or in Foreign Nations, bringing the produce of the growth of those Nations to Great Britain. Amongst this shipping were 398,000 tons of the built of America, now composing the United States, distributed, indiscriminately, in all parts of our Commerce.

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THE tonnage of shipping at that time employed in the Thirteen States, were also stated at 400,000 tons, one half of which was employed in the Trade to Europe, and chiefly belonged to British Merchants, navigated by British seamen, composed of the built of Great Britain, and its dependencies, without distinction; and for the most part involved in the 1,300,000 tons already given in the tonnage employed in the Commerce of Great Britain. The remaining part was employed in the Fishery, Coasting, and the Trade between America and the West Indies.

THE proportion of American built ships to British built, employed in the general Commerce of Great Britain, was in the same proportion as 23 to 40 before the war; and as 11 to 35 at the peace, many being worn out during that time, and which were

not

not replaced. But as American ships decreased in numbers, Foreign ships increased; and the latter, which before the war, bore no greater proportion than 12 to 40, at the peace was as 29 to 35; which proves the deficiency not to be supplied by British, but by Foreign built ships. And if the American ships which remained at the peace, are to be deemed as Foreign, the proportion will then be (making the proper allowance for vessels taken from and by the enemy during the war) in the proportion of 35 to 40; or nearly the same number of Foreign, as of British built ships.

SHOULD the deficiency be supplied by the Northern Nations, who build much cheaper than Great Britain, it cannot be on such beneficial terms as those furnished by America; because we must pay for the former in ready money, the balance of  
Trade

Trade being already greatly against us ; for the latter we should make payment in manufactures. We may be desirous, though there is very little expectation of seeing our desires gratified, that the Ship-builders on the shores of the Baltic purchased a sufficiency of our manufactures, to make them cry out, with the noble Author of the Observations, that they could not pay for them, without giving ships in exchange : But we find to our cost, that we must not only pay in specie for them, but shall also be obliged to give up the benefit of the Navigation of Foreign Commodities ; the loss of which we have felt severely during the war.

But supposing this loss to be only felt for a few years, until we could extend our own Building Dock-yards, already very great, upon any tolerable terms : So long as we can barter our manufactures for  
American



American ships, we are only, by their exclusion, giving encouragement to our Ship-builders, in preference to the Clothier, the Weaver, the Iron-master, or any other manufacturer of goods for export. Experience has shewn, that the incorporation of American shipping amongst our own, has been productive of advantage to our Navigation ; and British built ships have increased in number, as much as, from the circumstances of the increased price of building, it seemed possible for them to do. This increase of price has been very great within a few years : A sufficient proof that we sustained no injury from the incorporation of American shipping, and that we cannot preserve the Carrying Trade, without supplying the deficiency of ships, on the same low and advantageous terms, as those which made us Masters of it : And which, so far as regards the share we possessed of the Carrying

rying Trade of Foreign Nations, and the importation of Foreign Goods from the places of their growth, wholly depends upon the cheapness of Navigation.

As this general head of American ships may admit of some difference, that country being composed of such a variety of people and situations, as not to admit the same argument to be applied to all, a division should be made of the New-England States, from those to the Westward and Southward of them; because the principal fear which we are taught to apprehend, arises from the former, they being represented as the only great builders of ships, and therefore supposed to be in a capacity (if admitted as formerly) to prevent the use of British built ships. This is not strictly true; for of the ships built in America, the New-England States supplied only about three-fifths: But to take  
it

it upon the largest scale, would it not be a profitable trade, to barter our manufactures for their ships, upon stipulated terms? These terms should be, to grant the privileges of British ships to such of their vessels as were purchased by us, or were the joint property of British subjects, and the Citizens of the United States; one half of which to be always the property of British subjects. Exclusive of the political benefits to be derived from so close a connexion with a people of the same manners and language, it would insure to us many of our manufactures, which depend upon Navigation. By this means, the American Commerce would be so intermingled with ours, that it would centre chiefly in Great Britain. The Carrying Trade would resume its former advantageous situation, and in time of war, the United States (the locality of them in all operations of war in the West Indies being of great importance) would prove particularly useful to us.

BUT

BUT to allow some ground for these fears of the New-England shipping; for it must be that country from whence the chief supply is to proceed; as the inhabitants are the principal rivals in our Fisheries, and as it is the only part of America that may be made capable, in time, of injuring us in the Carrying Trade, would it not be more prudent in us, if we could procure a sufficient supply of ships upon good terms from them, to get into our possession some of these dangerous weapons of offence; and to participate (at least as much as we can) in the trade which these States carry on, by the supply of our manufactures for their ships and produce? In short, having a full experience of the past, and admitting the apprehension of future danger from the New-England States to have some foundation, whether it is not better

“ To bear those ills we have,

“ Than fly to others which we know not of?”

THOSE

THOSE imaginary ills, for such they are ; America being too much reduced to give us any present alarms of rivalry in the Carrying Trade. She is in the state to afford a gradual and useful supply, in proportion to our wants. She has as solid means within herself, as any Nation can possess, far beyond the greater part of the European Governments ; and yet, with even such abilities, time is required to bring them into action. Thus far we may be assured, such is the natural force of the strong resentments which this war had caused, that the more attempts we make to depress their Commerce, the more will their wonderful industry and spirit in adventure be stimulated to revive and increase it.

BUT should even the Trade of the New-England States, with respect to the advantages of it to this country, be suspended  
in

in a doubtful balance, that of the Middle and Southern States would however greatly preponderate in our favour. These States must depend at this time, almost wholly upon European shipping, for carrying off their valuable produce. They build many ships, but they were formerly, and would again be, if we acted with any degree of prudence, equally for the account of British Merchants; and they would bring from these States their produce to Great Britain; the payment for which would be made in manufactures directly to them. Such decisive advantages, particularly with respect to the Carrying Trade, at the time that they shew the propriety of our cultivating the strictest union with these States, point out the necessity of taking into our consideration, how far less advantages, or even a trade carried on without less, with the New-England Governments, ought to have weight with us, if such a beneficial

O                      connexion

connexion with the other States is to be procured on no other terms.

IN short, if our ships are confined to the built of these kingdoms, they will be confined to such monopolies, as we can constitute by law, and can maintain as such to the advantage of our subjects. For to contend for the Carrying Trade in general, with Nations, who can procure shipping for all the purposes of Commerce, at almost half the expence,\* is to contend with impossibilities.

IN

\* Merchants of the first credit in New-England, will engage to deliver ships well built, and completely fitted for sea with the best materials, at seven pounds ten shillings per ton, and declare at the same time, that they shall make a great profit by this trade.

IN the sale of our manufactures since the Peace, there has not been that prudent management, which an affair of such consequence required. We have opened our ports for the exportation of goods, without a proper consideration of the manner in which the payments for them were to be made; having prohibited the importation of many articles, which would make a valuable part of them. Lumber and provisions for the West Indies, provisions for our fisheries, and ships and oil for Europe, would be sufficient returns in payment for very considerably more than one million in value of our manufactures.

FORMERLY, although the Americans received West India produce in barter, to the amount of about two-thirds of the commodities with which they supplied our Islands, and the excess of about one-third, found its way in bills of exchange



exchange for the purchase of goods; yet as they had no legal permission to export the articles fit for the West India market to any other than our Islands, and as most of the goods which they received in return, were necessaries for their own use, some part of the produce which they sent to Great Britain to exchange for our manufactures, must have been diverted from this purpose, for the purchase of those necessaries which they wanted in foreign parts. So that in every point of view, the exclusion of their commodities from the West Indies, is the exclusion of the sale of so much of our own manufactures; or what is perhaps worse, a deficiency, at least a delay in payment (the American produce having been greatly reduced by the war) for those manufactures with which we have supplied them; in case America is not able to dispose elsewhere of the goods which she offers to us in exchange. And, if she is able,

wherever

wherever American ships are, in future, sent with cargoes, they must, if to be procured on tolerable terms, purchase goods, in preference to their vessels returning without any freight. We therefore make our election of the risque of receiving no payment at all, because, at a future period, we may have a chance of being supplied with those articles by our own ship-builders and fishermen.

Our shipwrights, and our fisheries, are undoubtedly of importance to us, and it is our duty to pay the utmost attention to their preservation. But at the same time we ought not to neglect this precaution, that the hope of future advantage, by their extension, is not indulged at the expence of other branches of our trade, by depriving many of our manufacturers, of present benefit, and weakening their future prospects. The manufacturers who have trusted

the merchants, and the merchants who have trusted the Americans, will find the effects of this exclusion of trade ; when at the expiration of the credit that they have given, they demand payment for the goods which they have shipped. If America is able to pay for her imports with her produce, it is as much as she will be able to do at present. The goods, therefore, which they offer in payment, and which we refuse, may prove so much certain loss to ourselves. In this view we are to consider ourselves as proprietors of large warehouses, full of manufactures for sale, and soliciting for customers. In exchange for which we should refuse no commodities that can be rendered useful to us, either for consumption or export.

THERE is one principle, by which every Nation should be governed in the management of her manufactures, her plantations,

tions, and her fisheries. This is attentively to search for, and carefully to procure raw materials and provisions, upon the cheapest and lowest terms. In the supply of her manufactures, this operates in the encouragement given to the importation of raw materials. In the supply of her plantations and fisheries, with the necessaries for their use; whether manufactures, lumber, or provisions. Without these precautions, they cannot be carried on with the advantages which they are capable of receiving, and which the benefits they render to the Mother Country give them a right to enjoy.

THIS respects the fisheries chiefly in the article of provisions, for the supply of which they are now confined to Europe; consequently to a much dearer market than they could find in America. This is an object of magnitude, as we have not

only at this time, powerful European rivals, but a very alarming prospect in the future contention of America; and therefore the cheaper we can render our fish for sale, the more extensive will be our fisheries, and the firmer the security to this important branch of our navigation.

It respects the West India Islands in two ways, the profit attending their estates by the cheap supply of their negroes, and of other necessities for their Plantations; and the comforts they derive from the continual arrival of fresh provisions, which they cannot procure from England. The confining the importation into the West Indies of American commodities, to vessels of a specific burthen, and restraining the produce in return, prevents a great deal of supply, and will not remove the jealousies and apprehensions which the Proclamation for restraining

straining this trade, has already caused in  
 America. It appears to have little or no  
 advantage, and to have several mischievous  
 qualities. It admits the vessels of New-  
 England, from whom we derive the lesser  
 benefits in our American Commerce, and  
 excludes great part of those of the Middle  
 and Southern States, which are by far the  
 most profitable. If the design is to leave  
 the greater part of this trade to our large  
 West India ships, it cannot be carried on  
 by them, from the great expence and  
 delay attending the voyage, and the small  
 freight to be made by them. The re-  
 straining the American ships from taking  
 produce in return, is surely unnecessary,  
 and therefore tends to excite jealousy,  
 without the least benefit to be obtained by  
 it. The advantages both in the purchase  
 and in the sale of sugars, can be only made  
 for, and in, the English market: And  
 therefore there can be no danger of Ame-  
 rica's

rica's carrying off any more produce, than what will merely pay for the commodities she supplies ; which is much more for our advantage than paying in bullion, The West India Islands have now the privilege of exporting sugars to the Southward of Cape Finislerre ; but the price is so high in the Islands, that it is, in effect, a natural prohibition.

THE benefits which will arise to this country, by making it an entrepot for American commodities, in other words, a great free port for their goods, the chief source from whence Holland has derived her immense wealth, and the example which France is now following, ought to be a principal consideration with us in the settlement of the American Commerce with this country. The same attention should be paid to the arrangement of duties on goods imported. Those articles, of  
small

small consumption in this kingdom, and producing very little or no Revenue, but which are the staple of any of the States, should be imported free of duty, as the advantages arising from the transportation, and the making this country an entrepot for them, is of much greater importance. The same conduct should be preserved respecting commodities which are consumed in our shipping. The contrary would only operate as a tax upon them; equally so upon all articles appertaining to the dying of manufactures; as well as bulky wood used in the cabinet, joiners, and blockmakers trades, their scarcity being now felt in the magnitude of the price.

If the Americans are to be considered in the same view as foreigners, the additional charges to which their shipping will be liable, and of which they now bitterly



terly complain, will render this plan abortive. The comparatively small charges in the ports of France and Holland, (in the former little more than one-third part, and in the French West India ports not more than one-fourth of what is paid in our Islands) will throw the scale greatly into their favour. If we recur to our experience, to the amazing growth of our power and riches, which kept an even pace with the growth of our Colonies, it will certainly point out to us, the superiour wisdom of endeavouring to recover those who are gone astray from us, rather than in a fit of puerile and fruitless resentment, to turn Knights Errant in search of new consumers of our manufactures.

COMMERCE is not proof against injury, by even temporary obstructions; but when these become of long continuance, its dissolution is certain, though in a gradual and imperceptible degree. Like a river,  
the

the falling in of whose high banks has obstructed its navigation, and forced its streams to wander through the neighbouring meadows; if the bed is not immediately cleared out, the earth, accumulating by the rubbish which the current continually brings down, at length chokes up the passage, and the waters, compelled to forsake its old channel, seek out a new course. Commerce is in a great measure a work of chance. A single manufacturer, by his industry, has been often the means of enriching an extensive country. He makes a great fortune himself, excites the emulation of his neighbours, and stimulates them by his example. Such a man formed the great stuff manufactory of Norwich. He opposed himself to the established manufacturers of Somerset and Devon, who had the raw materials almost at their doors, which he was obliged to bring from a great and expensive distance; yet, his example being followed, Norwich

wich has, by its diligence and attention, settled extensive and useful manufactories, whilst the original workmen, slothful, and secure in possession, have gradually declined, and are now almost sunk into oblivion.

It was industry alone which filled Bristol and Liverpool with their present opulent inhabitants. Probably the dread of pirates fixed them in a situation, in all other respects, as commercial towns, miserable. The approaches from the sea terrifying. Yet activity, which a fear of danger generally excites, at length made even these difficulties tolerable to them. When the greater civilization of Europe put an end to piracy, they had no other resource for the preservation of their Commerce, than in the continuance of this activity. Thus, they acquired wealth, and forming extensive connexions, enriched the inland country within the reach  
of

of their Commerce. Bristol, finely situated for internal supply, has improved the whole country upon the Rivers Severn and Avon, and upon the Welsh, Cornish, and Devonshire shores. Liverpool, though not so well situated for extensive supply, has been the principal means of establishing the manufactories of the rich town of Manchester, a work, which is alone sufficient to aggrandize its name.

THESE digressions, though they lead from the immediate subject before us, yet have a connexion with, and are useful in the consideration of it. They teach us, that Commerce will wander from one place to another, as particular circumstances direct it. The instances which have been given, are of casual occurrences in our own country, consequently are not of national injury. But when we recollect,

recolleſt, that almoſt all the manufactures of this country have been brought from the Continent by the ſame accidental circumſtances; and that they have flouriſhed here from the ſame cauſes, the induſtry and emulation of private perſons, we cannot be too anxious for their preſervation in their preſent condition, or be too careful of retaining the export of them in the channels to which they have been accuſtomed. Experiments are hazardous. We know not what rivals we may create, if we prevent the Americans from trading with us. A country where agriculture or fiſhery is the ſtaple, and where great plenty of unoccupied and fertile lands prevent the ſettlement of manufactories, will prove better and more certain customers, than ſettled nations, whoſe principle is to encourage manufactories of their own.

THE former narrow policy of France and Spain, in the administration of their commercial concerns, for they have long ago seen the disadvantages of it, is now held out to us for imitation. The recommendation of the example of an absolute government, always less favourable to Commerce than a free State, comes with a bad grace to a people, whose superiority over their neighbours has been owing to the spirited exertions, which the freedom of their Constitution has enabled them to make in Trade and Navigation. The obvious effects of this conduct has given a precedent, which even those governments have followed, and they have given proofs, France particularly, very strong ones, of the benefits which they have derived from it. It was a very opposite conduct to the policy thus recommended, that put this Nation in possession of her power and riches.—But absolute Monarchies are not the countries

to search for examples of commerical regulation. It would be wiser for us to turn our eyes to the industrious Dutch, whose immense riches shew the advantages of the establishment of a Free Trade. Could this country be made one great free port, the same consequences would follow. But alterations of importance are, at this time, of serious moment in this country.

By the Treaty between France and America, the former must have all the privileges of the most favoured Nation. The subsequent Treaties between America and the European Powers are upon a principle of reciprocity: An argument is drawn from this, that as America can give us in return no superiour advantages, we are not to grant more to her than to foreign nations. It is not such Treaties, it is the probable effects of trade that ought to direct our actions. It can never be a detri-

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ment to us, that France possesses the grant, when she has not the means of carrying it into execution. The advantages which we enjoy, afford us the power of rendering it useless to her. France could then have no other prospect of material advantages by the Independence of America, than what accrues to her from the dismemberment of our Empire, and the weakness to which we are in consequence reduced. But this will be of the greatest importance to her, and will amply indemnify her for the expences of the war, and whatever losses she sustained in the contest. It is very flattering to our pride, but affords no comfort to our pockets, to consider the resistance which we made to a host of enemies. Our resources went beyond the most sanguine expectations. But our exertions have added above one hundred millions to our debt, and four millions per annum to our taxes.



YET we are told, that it is some satisfaction to think, " That by breaking off  
 " rather prematurely with America,  
 " Great Britain may find herself in a  
 " better situation, than if she had fallen  
 " off when more ripe." If the situation  
 we are now in, with two hundred and  
 forty millions of debt, affords us any satisfaction, in reflecting upon our having thus  
 prematurely seperated from America,  
 what must have been, by a parity of reasoning, the consequence of the continu-  
 ance of our former connexion. Nothing  
 less than ruin to this country. A consequence, however, (which from the power  
 and riches we enjoyed during our connexion with America, and which, together  
 with our other colonial possessions, was the fountain of wealth from whence  
 the supplies were drawn, which proved the means of creating this immense debt)  
 few will be inclinable to allow ; or to  
 support

support the fallacious position from whence it is drawn.

THE establishment of a connexion between this country and America, upon terms of mutual advantage to each State, is not a matter of such difficulty as might be imagined, from the present apparent indisposition in both Nations towards it. If there is not such a stock of good temper as could be wished, it is the effect of very natural causes, which mutual good dispositions will in a little time enable each of us to remove. The English are not yet recovered from the shame of their disappointment; and though they have lost their dominions, they have not lost the recollection of their former supremacy; and expect something like the usual deference still to be paid to them. The Americans, on the contrary, having by perseverance, and through long and

painful suffering, attained to an unlooked for Sovereignty, are naturally jealous of the Power from whom they have wrested it. The more so, as the establishment of these great Republics must have been an unexpected event to them, and of which they could not have had the smallest idea at the breaking out of the war. It was one of those revolutions, marked by the singularity of the event. A part of our North American Colonies, unconnected with each other, by the means of Committees of Correspondence, formed a Congress of Deputies from each Province. That Congress, without any preparation for war, had the firmness of mind to look this great Nation in the face, with a fixed determination to resist its power. It did not shrink from even the armed force, prepared for the declared purpose of compelling them to submit to Acts of Parliament, which had proclaimed them enemies to  
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the State, their persons liable to the pains of High Treason, and their property to Confiscation ; although the only hope they had of preserving the troops raised for their defence, rested upon our ignorance of their want of the necessary means to keep them embodied. The desperate action at Bunker's Hill, had deprived them of the little ammunition which they had been able to procure, and they were left so very destitute, that had our troops marched out of Boston, the Americans must have dispersed. Comparatively speaking, they had none, and when the sentries were relieved, their musquets were left behind upon constant duty. Till the capture of those valuable British store-ships, which were taken by the people of New-England, and which afforded the principal supply of all kinds of military stores to their Eastern army, under General Washington, they deceived both our troops and their own,

by the daily arrival of waggons, which were driven in great parade in sight of our works, laden with barrels, wrapped up carefully in clothes like gunpowder, though filled only with sand.

THE same want of means appeared in the other parts of America. The Congress resolved upon an expedition into Canada, but were destitute of military stores necessary to carry it on. In this condition they heard of an ordnance ship being expected at St. Augustine. The information was transmitted to the Executive Government of South Carolina; the President of which, with a decision equal to the importance of the occasion, issued an order to the Commander of an armed vessel, for seizing the gunpowder on board the store-ship, then lying at anchor off the Bar of St. Augustine, waiting for water to carry her into port. This order was

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in part executed. And the gunpowder there taken, was brought to Charlestown, from whence it was conveyed by land carriage, from the most Southern Colony, through the vast Continent of North America, to an army acting in the most Northern part ; and which, without this accidental circumstance, could not have stirred.

THESE extraordinary events are strong proofs, that America had no intention to seperate from this country. But there is little need of accessory evidence, when we have the most irrefragable testimony in the conduct of the Congress itself. For even in the Spring of the year 1776, the Congress was so very averse to a seperation from Great Britain, that, on a motion by one of its Members for a Declaration of Independence, there were not three of that body that could be brought to support it,

it, nor was it suffered even to lie upon the table. It was the circumstances of the times; particularly the Prohibitory Act passed in December 1775, and the measure of engaging of the German Troops, that at last produced it, and even then with some difficulty, a second and third attempt having failed; and though the Declaration was at last carried in July 1776, it was by management alone; a general concurrence not being then obtained, nor till a considerable time after that period; the incidents of the war still strengthening and confirming it. Independence, in a manner, treading upon the heels of Dependence, and peace quickly succeeding a civil war, of all others the most dreadfully severe to the sufferers; it would be an example without precedent, should a people, the authors of a great Revolution, be so little subject to the common passions of mankind;

kind, as to meet such a turn of fortune unmoved.

THE several Acts of the different States, such as the extraordinary duty of twenty-five per cent. upon British sugars in South Carolina, an additional duty upon British ships and goods in Maryland, or any similar Acts, must be attributed to the causes of resentment, which locally affected each State. These causes may be traced ; particularly with respect to the instances which have been given. In Carolina, the people had not only suffered the most melancholy ravages of the war, in their persons and estates, but at the conclusion of it, sustained a severe loss in the taking away of negroes by the Refugees, which they alledged to be the property of persons remaining in the State, and ought to have been restored to them. In Maryland, the Proclamation restraining the Provision

and



and Lumber Trade with our West Indies; which was a very growing Commerce in that State, strongly excited its resentment. The more so, as they appeared to manifest a great desire to renew their former connexion with Great Britain, by passing Acts of their Legislature for the purpose, immediately on the cessation of hostilities.

SEVERAL trifling and unforeseen events had fallen out in America, which the enemies of both countries had too much success in construing into intentional insult. At New-York, the flag of an American vessel was forcibly hauled down by the Refugees. The British flag was treated in the same manner in an American port; and, as will always happen on these occasions, each threw the first offence upon the other. Both Governments were ignorant of these outrages at the time they were committed; and when they came to their  
know-

knowledge, they declared their disapprobation. They were the acts of private people, done in the height of resentment and retaliation, and which neither of the Governments could prevent.

ANY act of retaliation by a separate State, without the concurrence of the federal Union of the whole Body represented in Congress, should be attributed merely to the effect of local resentment, and ought not to be considered by us in any other view. No future disadvantage can arise from it, as it must give place to the Commercial Treaty; which, it is to be hoped, we shall earnestly endeavour to form upon a solid and permanent foundation. For hitherto, the regulations which this Country has made with respect to the American Trade, and restraining their ships from entering her West India ports, have no other construction put upon them in America, than as so many proofs of the indisposition

position of Great Britain towards a future connexion ; and of an improper direction of their internal commerce, by proclaiming a permission to British ships to enter their ports, and carry the commodities of America to our West Indies. We will not enter into the merits or demerits of such constructions. But waving the consideration, America would have been acting with the greater dignity, and more becoming a Sovereign State, to have made its determination upon them, one solemn Act of the whole Union, to be followed by the several States. It appears, however, by the last accounts from America, that all commercial regulations were, in future, to be left to the Congress. In the situation of Great Britain and the United States to each other, it is very difficult, particularly in our present temper of mind, to prevent continual jealousies arising between us. On our parts, there  
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has not been an Act of a single State in any manner hostile to our Trade, by making a distinction of duties from other Nations, where our natural good sense (and we may venture to assert this of men of understanding) has been sufficiently divested of prejudice, to prevent us from a general condemnation of all the States in one mass, and making this invidious Act a general hostility of the whole Union.

THE disorders in America immediately after the peace, particularly when the Congress retired from Philadelphia, indicated a want of vigour in its Government. The consequence which many persons in this country drew from thence, was, that this Body was not in possession of an Authority, upon which any reliance could be placed by Foreign Powers; and therefore, that no Treaty of Commerce could with propriety be made, as the Government of  
America

America could not continue under its present form, but that attempts for either a Monarchy, or the separation of each State from the other, forming a number of small Kingdoms, or Republics, would take place; and that, until some settlement of this kind was made, great disorders would prevail; and make it probable, that our forces then remaining in those States, might even be called in to their assistance: An idea, in their opinion, affording very strong hopes of a second Revolution, to the advantage of Great Britain, by the returning Dependence of America. However chimerical the latter opinion might appear, there is little doubt of its having had many followers. It might however have been presumed, that such frequent tales of the same kind, which we had been amused with during the war (when, amongst the many disputes in America, no one ever turned

turned their views to Great Britain) would from the experience of their fallacy, have spent their force long ago ; yet at this very hour they continue to delude us.

THE other general sentiment, of a new Government not settling without disorder, was natural to us ; since it would most probably have been the case in Europe. It has happened in our own country, and men generally reason from the experience they have of their own affairs. But the Americans having no powerful neighbours to watch opportunities of increasing their dissensions, in order to separate and weaken them, and being in general, or the greater part, men of strong understanding, plain manners, and of an active spirit, they will be found equal to the quieting these disorders, and establishing a good Government. The greatest difference of manners

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is between the New-England States, and all the others to the Westward or Southward of them. Frequent marks of mutual disgust were formerly shewn; unconquerable by any other means, than our placing them in one common situation of grievance and danger, at the commencement of the war. During that period, their mutual safety obliged them to keep closely connected together. This cause being now at an end, the old disputes between the New-England and the other States (there does not appear to be any disagreement of consequence amongst the Middle and Southern States) might possibly revive. But there is a circumstance that will prevent them from arising to any dangerous height. This, is the settlement of the Refugees in such great numbers in Nova-Scotia, as will probably prove a constant check upon the New-England States. The inveteracy, which they mutually

tually possess to each other, will not cease in the present age. If we consider America as one Union, her conduct in suffering such a number of enemies to be collected in one body, does not appear to be very good policy. At the same time, we cannot but admire the fortuitous event, which, by bringing them so nearly together, has removed the greatest danger that America had to fear from internal disputes.

ALTHOUGH the distress which America felt from the ravages of the war, excited her resentment strongly against this country during that period, yet it subsided very unexpectedly at the peace. For it is owing to subsequent circumstances, that the present jealousies have in general arisen. But notwithstanding that their resentment sunk towards this country, it did not at that time towards the Refugees: Although it has since greatly abated. It is too severe a task, to walk in mournful procession over



the calamitous scenes of the late unhappy war. Every page of history that treats of civil dissensions, records them as productive of the greatest cruelties and distresses. Like family quarrels, they are always the most inveterate. We are therefore not to be surprized, either at the passions of the Americans having been continually goaded by the severe recollection of the loss of a husband, a wife, a parent, or a child, still fresh in their memories; nor at the violence of the Refugees, driven from their possessions, and themselves and their families reduced to penury and want. When the Americans are settled in peace and tranquillity, their resentments will entirely subside. Strong marks of this disposition have already appeared. Many Refugees have been restored in different parts of America. An Act has passed the Legislature of South Carolina, in their last Session, entitled  
 “ An Act for restoring to certain persons  
 “ therein

“ therein mentioned, their Estates, both  
 “ real and personal ; and for permitting  
 “ the said persons to return to this State.”

This Act extends to almost the whole number, separated into three classes. The first class are restored unconditionally. The second upon the payment of twelve pounds per cent. amerced upon their Estates. The third are also subject to this amercement, and are declared incapable of holding any place of profit or trust in the State, for seven years. Such an example, and in a State which has suffered so deeply by the war, greatly more than any other part of America, affords us the strongest hope, that it will be followed in all the States ; and this method of classing the Refugees, or distinctions of a similar nature, will, it is probable, be the mode adopted by them.

THE settlement of the Constitution of Popular States, is a very arduous undertaking. The discussions of them are in large assemblies, full of a diversity of opinions, and carried on with great heat and personal warmth. Men of temper and moderation, have not, in general, so much success in opposing precipitate resolutions, as those of hasty and violent dispositions have in carrying them. When this happens, their operation upon men of the former character is in various ways. Many generate such odium by their resistance to the popular cry, that they are forcibly driven from Government. Some are displeased, and throw up the Administration in disgust. Whilst others, who have less impatience in their dispositions, submit to the violence of the storm, and preserving the possession of Government, are enabled to moderate intemperate laws, and by a prudent

dent and mild use of their power, to bring the people to a proper sense of their condition.

THIS may have been in some measure applicable to America. But the disorders which they have occasioned, are now greatly composed. The best men of the several States, are, in general, in the possession of Government ; and tranquillity has succeeded (even in such of them where the war raged in the greatest degree) to anarchy and distress. In the interior parts of those States, where no Courts have sat for many years, the Judges have been perfectly well received upon their circuits ; and the people were sensibly pleased with the returns of its regular Administration amongst them. In States where disputes have not subsided, such as Philadelphia, where two parties, almost equal, are opposed to each other, and are at this time discussing the Consti-

tution of Pennsylvania with heat and violence, the federal union does not appear to be disturbed; since, in the month of January, when these disputes in Philadelphia were carried to a very great length, the Congress at Annapolis passed unanimous resolutions in affairs of the greatest importance to the whole Union.

It has been already mentioned, that it appeared to be the intention of America to vest all future commercial regulations in the Congress. This intention seems to be carrying into execution. The Legislature of South Carolina have lately passed the following Acts, viz. “ An Act for investing the United States in Congress assembled, with a Power to levy for the United States, certain Duties upon Goods imported into this State, from any foreign Port, Island, or Plantation.” Also, “ An Act to authorize the United States  
“ in

“ in Congress assembled, to regulate Trade  
 “ from the British West Indies.” This  
 fully shews, that there is an Union for the  
 General Powers of Government; and that  
 their disputes are merely local. The dis-  
 sentions in the infancy of the Roman Com-  
 monwealth, proved of no real injury to  
 it, nor in any degree impeded its growth.

BUT had even the greatest disorders pre-  
 vailed, and a want of good Government  
 continued in America, it does not appear  
 that any benefit could have accrued to  
 Great Britain from this situation of the  
 country. It must be again urged, that we  
 are forbid by experience to expect the re-  
 turn of Dependence, (and in the present  
 state of the two countries, it is by no  
 means clear that we ought to hope for it)  
 therefore, the sooner the country is settled  
 in its new Government, the sooner would  
 the

the trade be opened, and profitable Commerce be carried on. For this reason, the knowledge which we had of our mutual interests, should have made us early in acquiescing in all that concerned our common advantages.

THERE is a speculative opinion, formed by those persons who are pleased with exploring the future situation of an Empire, which has undergone such a mighty revolution, as to involve in some measure every Nation in Europe; that it is by no means a certainty, that the Congress will retain a permanent authority over all the States, much longer than the present exigencies require, for the composing of differences, the settlement of their debts and revenues, and the establishment of their several Governments. Whatever grounds there may have been for this opinion at the peace, when the returning dispositions of America

rica appeared to carry with them every mark of a strong desire of reconciliation, they are now become less probable. For our dispositions towards the Americans seemed to cool, in proportion as theirs warmed towards us. An apprehension for their general safety appears to prevail amongst them, tending to unite them in the closest manner, Perhaps in future times, when the country becomes full of people, and increases in riches and strength, such an event may happen.

IN the first place, the interests of the several States, in many respects, militate against each other. In the next, innumerable settlements are continually forming in the vast countries over the mountains ; which, increasing in time, will probably erect Sovereignties of their own. Instead of Thirteen, there may be Thirty States, or, which is very probable, and will



will therefore include their interior settlements, the divisions of the States which have been mentioned in the remarks upon the trade, may take place, and there may be three great Republicks, according to the similitude of their manners, customs, and commerce. The New-England States may make one. Nature has united them in the strongest manner. New-York, the Jerseys, Pennsylvania, Delaware, Maryland, and Virginia may form another, the richest and most powerful. The third may be the Carolinas and Georgia, nations of planters, great consumers of manufactures, and full of luxurious produce. The Middle States will command the great internal Navigations, flowing through the Hudson and Delaware Rivers, and the great Bay of Chesapeak, communicating by several portages, with the waters of the Ohio, and, by that means, with the whole interior country over the mountains. In these,

these, and particularly in the Southern States, are the most fertile lands, and the best climate of all America; and to the inhabitants of which, it is in our power, by prudent conduct, to make British ships the carriers of the manufactures of Great Britain, and the exports of an abundant produce in return. All our consular establishments ought to be made upon this supposition, as the most natural and most conducive to our interests.

IF there is any Englishman who does not regret the loss of America, he does not deserve that name; but to suppose, as we have been seriously told, that Independence must prove ruinous to America, requires more belief than even Englishmen themselves, and they are not deficient in credulity, possess. It is too much to suppose, that the snows of Canada and Nova-Scotia will be found so full of temptation, as to  
cause

cause the emigration of the inhabitants of the United States; or that a six months winter will be so much preferred, as to render those fertile and beautiful countries, so widely extended at the back of the Middle and Southern States, and in which a perpetual summer reigns, deserted and desolate. The attainment of Sovereignty, by any people who have sufficient internal strength to support it, can never be injurious to themselves. The States of the Seven United Provinces were not ruined by throwing off the Government of Spain, and yet their situation was as much more precarious than America, as they were in all respects inferior to her in power, and in future prospect. Such opinions can proceed only from a want of knowledge of the climate of the different parts of North America, and the advantages to be derived from each of them. The emigration of the New-Englanders

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to Canada and Nova-Scotia, is not very probable. Their emigration indeed has been frequent ; for New-England was become so full of people, that Colonies were often sent from amongst them. But it was to a beautiful Region, the back Country of the Middle and Southern States, not to the snows of Canada and Nova-Scotia. If at any future period, anarchy and confusion should even so far prevail in the United States, as to cause the emigration of any of its inhabitants, they will retire over the mountains, probably as far back as the banks of the Ohio and the Mississippi, where numbers are already settled.

COUNTRIES which have severely felt the scourge of war, are recruited by a very few years of peace. Flanders, which has so often felt it, is one of the richest countries in Europe. No English Trader  
refuses

refuses to trust a German, because his country was laid waste in the last, and almost in every continental war. America, though loaded with debt, has sufficient resources within herself to pay it. The Colonies of Nova-Scotia and Canada, which are held out to us in so glorious a light, will never, notwithstanding their freedom from taxes, increase like her States. The superiour benefits to be derived from climate, from being better peopled, and from the possession of vast tracts of fertile lands for new cultivation, will in a course of years remove every burthen arising from her debts.

THE reasoning of those, who consider the debt of America as sufficient to crush her, would have applied perfectly well forty years ago. The infancy of a country is the time when taxes are severely felt. Her wonderful growth in population

tion since that period, has borne her up under them ; and as she will still increase both in riches and people, these burthens will be more easily endured. The great danger is from the aptitude of her principal towns to run into the manners of the European Nations, and losing that simplicity and spirit of frugality, which is to be found in other parts of that great Continent.

SHE is however now free from the weight of that profusion, which we felt from our former Administration of America, and therefore no comparison can, with propriety, be formed of the two Governments. Her establishments are easy to her. Every Nation in Europe solicits to partake of her Trade ; and as Commercial Principles are now well known, she will find sufficient

R

markets

markets for her produce, should we refuse to receive it.

By seriously reflecting upon our own situation, and endeavouring, dispassionately, to repair the losses we have sustained, we shall be better able to recover from them. Our situation is bad, but not desperate. The restoration of our Commerce must be the means, and the only means, of the restoration of our Power. It is an act of wildness and desperation, to suppose America lost to us, because she is connected with France; or to reject her with horror, lest she should become a rival to our Commerce; which it is our own actual interest to support.

To become slaves to our prejudices, and to suffer them to possess the mastery over us; to run headlong into hostile contentions, dictated by passion, conducted with-

out

out judgment, and producing in consequence the melancholy effects of debasing the most glorious Empire of modern times, though a criminal weakness in a people, has yet this plea in extenuation, that this ill conduct was produced by the heat and violence of resentment, at supposed injuries received. But, when fatal experience has shewn us the consequences of such hasty and ill-timed resentments, and the blessings of peace has afforded us the opportunity of reasoning coolly upon our past conduct, surely those who are endeavouring, by every artful means, to keep alive a sense of injury, to feed us with the hopes of revenge, and to glut us with the expectation of seeing those, whom our arms have not been able to subdue, either falling a sacrifice to internal divisions, or to foreign enemies, deserve the most severe reprehension.

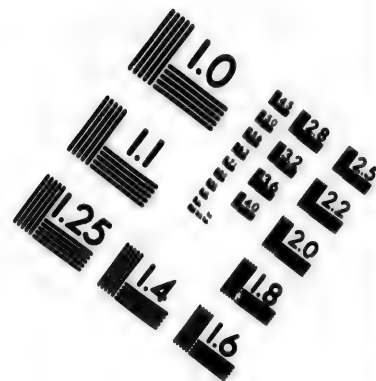
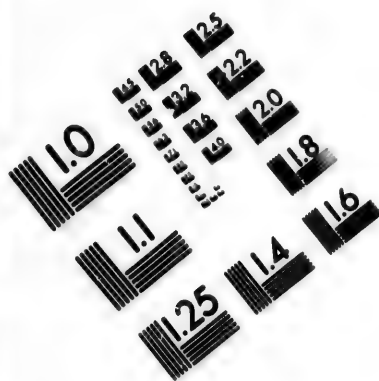


To what other causes than the indulgence of these passions to raise our anger, and excite our contempt, can be attributed the introduction of such subjects (continually to be met with in the Observations of the noble Author upon the Commerce of the American States) as the encroachments upon our trade, the ill conduct of the war, the mistakes in the boundary lines at the peace, the claims of Spain upon Louisiana, the debts of Virginia being the real cause of hostilities, the advantages of the piratical States of Barbary, the want of courage in the Americans, and the facility of reducing them by a few stout frigates, stationed on their coasts. It will not be improper to say a few words on these subjects, the representations of which are founded either upon fallacious, nugatory, or vindictive grounds.

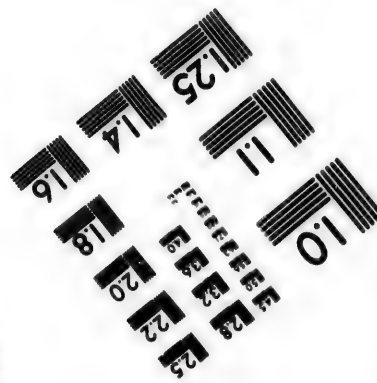
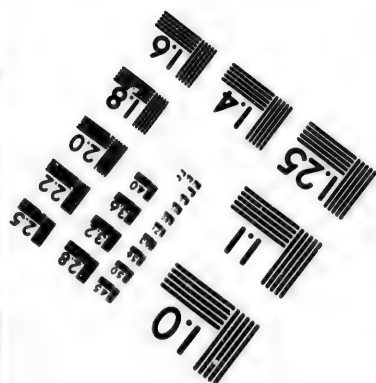
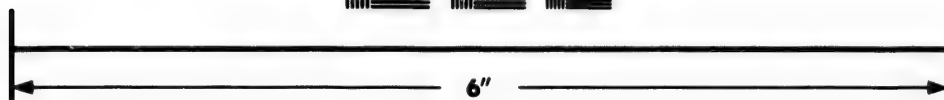
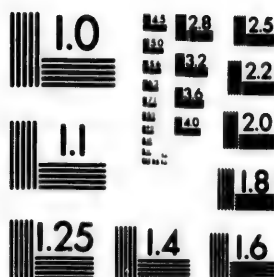
FOR

For such purposes, the unaccountable  
 assertion, that " America has robbed us of  
 " the Export Trade of Corn, and was at-  
 " tempting to rob us of that of building  
 " ships," appears to be made. The former  
 subject is of a very serious nature, and  
 obliges us to ask, whether the supporters  
 of it mean to arraign the Providence of  
 God, because our harvests, in a series of  
 years, were not sufficiently productive to  
 afford sustenance to the people ; whilst  
 America was blessed with abundance, and  
 like another Egypt to another Canaan,  
 relieved us from the apprehension of a  
 want of food, and from the danger of po-  
 pular commotions to obtain by force, what  
 the poor were not able to procure by  
 purchase ? Such was the scarcity of corn  
 in this country, at the period preceding the  
 American war, that even the immense im-  
 portations from thence proved no more than a  
 bare supply ; and had not the abundant har-





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vests of the following years prevented the danger, which the shutting up of the American ports would have occasioned, a famine must have still ensued.

OUR future possession of the Export Trade of Corn, depends wholly upon our harvests. If they are more abundant than our own supply requires, the price of corn will be sufficiently cheap to encourage a demand for export. If they are not, we must be contented to suffer those Nations to possess it, who have a greater plenty.

THE attempt of America to rob us of the trade of building ships, is not easily to be reconciled to the continual augmentation of that branch of business at home, and the consequent advance of price. The fact was, that not being able to procure a sufficient number of ships of our own built, to answer the purposes required,

America

America furnished us with such a supply of vessels, as were wanted to maintain the Carrying Trade, which had risen to an amazing height before the war. This very extensive Carrying Trade could not have been supported without this supply. The laying hold, therefore, of this opportunity to exclude the American shipping, will not be finding the jewel of high price that we are taught to expect; but will prove, on the contrary, a severe misfortune. Enough has been already said on this subject.

THE suggestion thrown out, of “ the debts of the Planters in Virginia being “ a great cause of the war,” will not engage a moment’s attention, whilst so many real and ostensible causes appear. It is needless, therefore, to make any comment upon it. But it is very necessary to take notice of sentiments, which strike at our

characters as men of humanity, in being deemed encouragers of the piratical States of Barbary. The tendency of this opinion, (at least it has the appearance of it) is to give consolation to those, who are enemies to a connexion between Great Britain and America, by assurances of "its not being  
 " the interest of the great Maritime Powers  
 " to protect the Americans, (and there-  
 " fore they must suffer) from the Barbary  
 " States." As men who have the benefit of being taught by the mild spirit of Christianity (would we were under its influence!) such an opinion ought to make us blush. If we cannot hinder, we might at least lament the misfortunes of our fellow-creatures, who fall into the hands of these Barbarians. But it does not appear, that America is in greater danger than these very Maritime Powers, who have sufficient humility to make occasional presents, little else than a tribute, to protect



tect their Trade from depredation. The  
 same presents from America, it is pro-  
 bable, will produce the same effects. Spain  
 is the only Nation which has exerted it-  
 self lately, in endeavours to crush these  
 pirates by force. But the policy itself  
 of encouraging them, from the idea of  
 their being of use to the great Maritime  
 Powers, in suppressing the shipping of the  
 smaller ports, is not gaining the purpose.  
 For even Great Britain, when she found  
 herself distressed by having a part of her  
 usual supply of shipping cut off by the  
 American war, had recourse, amidst other  
 resources, to the Portuguese and Italian  
 States. Those very people, who are said  
 to be the principal sufferers by the Bar-  
 bary Rovers, produced numbers of ships,  
 and supported a considerable part of our  
 Carrying Trade.

IF we are speaking in the spirit of Conciliation, we may not only expect, but we must hope, that the American Character will not be a martial one. Their situation in a world of their own, their distance from European contentions, the employments of Agriculture and Commerce, which are the employments of Peace, seem to promise it. But when the idea "of the American Character not being a martial one," is taken up with contempt, when it is attended with the goading circumstance of calling the American courage in question, by transferring it wholly to their "Irish Protectors," and "to the strangely conducted war which has been carried on;" if those who vent these reproaches were to make trial of the American Character, they would find it pretty much the same as the rest of the world. Mankind do not greatly differ in point of courage. It might be  
sup-

supposed, that we had sufficient experience of the folly of such opinions, and how much they have already cost us. Many certainly did not apprehend much difficulty, in the march of a small body of troops through the country ; or in “ a  
 “ few stout frigates cruizing between Halifax and Bermuda, and between the  
 “ latter and the Bahamas, completely commanding the Commerce of this mighty  
 “ Continent :” Yet, though they found out their error, the same language is again resumed. To what purpose are such hostile opinions resumed in this hour of peace ? To keep alive resentment, and to prepare the Nation for another American war. Surely the last was a sufficient monument of our losses and disgrace, to make us desirous of profiting by the peace which has followed them, and not to revive fallacious representations : Concerning which, to use other words of the noble Author of the

Ob-

Observations, “such Prophets have for  
 “much amused themselves, deluding the  
 “unwary.”

BUT it is not from words affecting the  
 passions alone, but from strong incentives  
 to action, that we are in danger of being  
 drawn into dispute. It is recommended to  
 the English Nation, which has found itself  
 under the necessity of surrendering up a  
 mighty Empire, and three millions of  
 people, after a bloody and expensive con-  
 test, to be drawn into a new quarrel about  
 a few miles of Territory, in the wild parts  
 which form the Eastern Boundary, be-  
 tween Massachusetts and Nova-Scotia. If  
 this Territory is in the State of Massachu-  
 setts, which it is described to be, is not the  
 advice to preserve it as a pledge, “until  
 “America has performed the several arti-  
 “cles of the Treaty on her part,” an  
 object of serious consideration to us;  
 when

when the consequence would most probably be a stimulation to the mutual resentment of the people of New-England and the Refugees against each other, at this time with difficulty restrained? If there had been any distrust of the United States not performing their part of the Treaty, there were other more valuable pledges than the Territory of *Passamaquaddy*.

It is too ridiculous to dwell so long on this little Territory of *Passamaquaddy*. It would be equally ridiculous to dispute any of the boundary lines of the immense Continent in the interior parts of North America; which might have been with as much reason extended to the Lake of the Assinipoils, as the Lake of the Woods. Or had the American Commissioners desired, that their boundaries might include the Mozemleeks, the Gnacfitares,

fitares, the Effanapes, the Naudowessies, the Panis, the Black and White Padoucas, the Ozages, the Great Meadows, or the Salt Rocks, our Negotiator would not have merited censure "for his liberality," in very civilly according to their wishes; since every one of those names are as well known in the map, as the Lake of the Woods, or the upper parts of the Mississippi; and it is of as little consequence, who are to be put in possession of them by the paper on which the Treaty is written. For neither of the parties have, or will have in future, any further possession of them than upon that paper. We may as well dispute about the boundary lines of some country in the Moon, when the making of Air Balloons is sufficiently improved, to permit a few bodies of troops to be sent up to fight for them.

WITH

WITH the same endeavours to prevent  
 the useful connexion between us, are we  
 made to wander through the Lakes of  
 America, to discover that “ there is but  
 “ one mile portage between Cayahoga Ri-  
 “ ver, that empties itself into Lake Erie,  
 “ which *finally runs into the River St. Law-*  
 “ *rence*, and the River Muskinghum,  
 “ which runs into the Ohio, and com-  
 “ municates with the Gulph of Mexico.  
 “ Notwithstanding the navigation of the  
 “ Rivers St. Lawrence and Mississippi is ob-  
 “ structed in Winter and Spring, in the  
 “ first by ice, and in the last by the rapi-  
 “ dity of the waters, and notwithstand-  
 “ ing the distance is not above sixty miles  
 “ between the navigable part of the Po-  
 “ towmack, which runs into the Chesa-  
 “ peak, and a navigable branch of the  
 “ Ohio, yet the River St. Lawrence,  
 “ (the exclusive trade of which belongs  
 “ to Great Britain) the Lakes, the Ohio,  
 “ and

“and the Mississippi, will be the principal  
“communications of the vast country be-  
“yond the mountains.” The mistakes of  
the portage, and the badness of naviga-  
tion in America, which are mentioned,  
are not necessary here to be adverted to.  
We are led to hope that “our Islands,  
“especially Jamaica, might receive sup-  
“plies from the Mississippi, whilst a cargo  
“might at the proper season go up the  
“River, *if it is open to us*, and bring lum-  
“ber, cattle, mules, and supplies of  
“every kind, except fish.”—A system of  
trade which, it must be acknowledged,  
would be most perfectly adapted to the  
wants of our West India Colonies; pro-  
vided—That the Cayahoga and the Musk-  
ingum Rivers belonged to us—That  
the navigation to the St. Lawrence was  
not very expensive and full of obstruc-  
tions—That the St. Lawrence itself was  
not shut up six months in the year, and  
that



that we had any property at all in the Mississippi ; or, in the mode of expression used by the noble Author, *if it was open to us*. That unfortunate monosyllable *if*, could it be got the better of, would make all the difference which is stated in our situation.

It is not the wild hope of supplying our West India Islands with lumber and provisions from the Mississippi, or any expectation of advantage to Great Britain, or the Colonies of Nova-Scotia or Canada, (at least with many of those who display this scene) but the prospect which they form in their imagination, and which they suppose will open from the following causes : From internal disputes in the settlement of Colonies to the westward of the mountains—from the interference of Spain, “ in (as we are told) her probable  
“ claim upon that part of Louisiana given

S

“ up

“ up by the late Treaty,” and from the production of new wars in consequence. *Divide et impera* is the malevolent principle of some Governments. Let such policy be confined to Europe, where it is more known and practised. But let a more benevolent speculation be made of the future prospects of the New World. We are wearied with the desolation of the rich and beautiful regions of Asia, and of the East, so full of people in ancient times, but now almost depopulated by their ferocious Masters. Let us at least have the consolation of a brighter view of the equally beautiful Region of the Western World, where millions of people must, in the common course of human events, expand themselves, in many places unknown of, and unknown to Europe. In those situations which approach nearest to the present United States, we may have the means, if we have the inclination, (but  
the

the success of which will entirely depend upon the measures we take at this time) of sending supplies of our manufactures, through the medium of the American sea-ports. It is not therefore our interest, it does not become our dignity, to encourage inimical sentiments. The happier America is, the greater her wealth, and the more extended her commerce, the more beneficial will her connexion be with that European Nation, which is the wisest to hold out her arms to receive her.

THE cessation of hostilities seemed to have turned the tide of the affections of America towards this country, notwithstanding all the calamities which she had suffered by the war. The voyages of ships intended for France were countermanded, and they entered the British ports. This disposition continued till our West India ports were shut against them. Many

of the orders for goods which were sent to this country, were accompanied both by produce and specie. It was supposed, that the country was over-stocked by European commodities, but it proved otherwise. Goods in general have sold well in America ; and though the dearer and lesser parts of consumption have not had so much encouragement, (which however daily increase in demand) yet the cheaper and larger parts have sold to great profit.

THE experience of a century has (as the noble Author styles it) made “ the youthful ardour of grasping at the American “ Trade,” grey in the employment. But whatever affectation of youth it might now be supposed to display on our side, it would nevertheless be still wise in us to run a race with any Foreign Nation, however eager for it, sooner than lose any part that it is in our power to retain. If  
the

the Foreigner has suffered by his rash and early adventures, his losses will be our gain. But as Commerce is fluctuating, and as a first loss often prompts the Merchant to try a second adventure to repair it ; as the Poet beautifully expresses it,

*Mox reficit rates*

*Quassas, indocilis pauperiem pati ;*

We should not restrain our Merchants, but do our part to open the Trade, and leave the rest to their discretion. They are men of ability, industry, and experience ; and if we repair the broken road, we may safely trust the journey to their care. But if, persisting in our former haughtiness, we rely upon the necessity, which we think the Americans are under of taking our manufactures, we may draw the cord too tight, and occasion its breaking in our hands, and plunging us into that mire into which our folly has led us. The Americans, in their principal towns,

are already relapsing into their former luxury and enjoyments. The war precluded them for a time; but a spirit of indulgence now breaks forth, with increased force; and the orders for goods which have been lately transmitted, are filled with as many superfluities as necessities. This is not a wise conduct in the infancy of a new Republick; the establishment of which ought to be founded in examples of frugality, not of luxurious enjoyments. But if their own Governments have not this consideration, and they offer a Trade, which must in some measure produce a state of Dependence upon Europe, it will not be a wise conduct in us to neglect so advantageous a prospect; which will be attended with the greatest benefit to ourselves, by disposing of our manufactures for useful commodities, both for our own consumption and for export. They will, besides, come to us for ordination for their

Clergy

Clergy, for Masters to educate their children, and for free communication in all those habits, from which the closest connexions are derived:

As the Definitive Treaty with America is now signed, and the Ratifications exchanged, and as a Parliamentary Deliberation upon her Commerce with this Country has been too long delayed, we should be vigorous in our exertions, to make amends for our delay, and to improve the advantages which are still left to us. France, apprehensive of them, is fully sensible of her danger, in the restoration of our ancient Commercial Connexion; and no circumstance escapes her vigilance at home, or the vigilance of her Minister in America, which can flatter the pride, or cherish the resentment of the United States against us. She has blinded our eyes, by avoiding every national regulation, which she supposes would give this Country the alarm; whilst, at the same moment, she grants to

the Citizens of America all manner of private indulgencies. Under the construction of the doubtful words of a Public Proclamation, they are admitted into the French West India ports. And there is hardly a request made by an American Merchant in France, for any particular indulgence to his trade, which is not readily granted; attended, at the same time, by personal attention and civilities. By these means, they are daily gaining the trade, and improving upon the affections of the Citizens of the United States, without exciting the least jealousy in us. But this is an habitual and successful practice of the Court of France; and we are such a credulous people, that notwithstanding our having continually suffered by this conduct in that Court, we never shew, in return, any other than *a forgiving and a forgetful disposition*. She thus spares neither art, influence, or money, to effect her purposes. She has Consuls, and Vice-Consuls, Agents, both



both public and private, distributed and pensioned in every part of America. Her appointments are liberal and magnificent; whilst many of our friends in those States, who are at the same time sincerely attached to the mutual interests of both Countries, have been left without support.

It is not, however, difficult for us to counteract her designs. We can do it with little trouble, and as little expence. A Minister of good sense, and commercial knowledge, more eminent for a plainness of manners, necessary to live in habits with a sensible and plain people, than for the greatness of his birth, or the splendour of his titles—Three Consuls for the New-England, the Middle, and the Southern States (the Consul for the Middle States to be at the same time Consul-General) possessing the same qualities, living in familiarity with the people, and judiciously choosing the Vice-Consuls in the different

ports

ports (which would be little or no charge to Government) would produce the effect in a very short time, of making this Country once more the centre of American Commerce. It is, perhaps, too early to hope for a Treaty of Alliance. But there must be a Treaty of Commerce, to comprehend the whole of the United States, as one Union; otherwise the separate Acts of each State may tend to confusion, and be productive of disputes. At the same time, a plain Act of Parliament, avoiding all manner of reference to former Acts, and enlarged in such a manner, as to be comprehensive of the duties and regulations of the whole Trade, should be passed. \* It would make our Laws of Trade, respecting America, familiar and easy to her Merchants, encouraging them to form connexions with us, which the similarity of our language and manners would mature into a perfect union.

OUR

\* The Plan of an Act of Parliament is annexed to these Considerations.

Our interest demands that this Union should take place with frankness, and with the warmest return of ancient affection. We have no better means of judging of the future, than by a recollection of former benefits.\* Our habits are made to each other. We are descended from one common stock ; and though unhappy disputes have separated us for a season, the day of Reconciliation is arrived, which, we hope, will unite us again for ever.

THE closer this Union, the greater advantages will accrue to us from it. We have terrified ourselves, unnecessarily, with the fear of losing our Act of Navigation: a security which is rendered still stronger  
by

\* It is a remark which would have been made with greater propriety in the former part of this Work, that such was our Trade with America before the War, that in December 1774, six millions were owing from it. Yet, in December 1775, two millions only remained ; four millions having been remitted during that year.

by the superiority of our shipping. We are now as unnecessarily terrifying ourselves with the apprehension of seeing our Country depopulated by emigration. The beautiful Island of Great Britain will never want inhabitants, so long as she possesses that wise and equal Government, which gives so vivifying a power to Agriculture, Manufacture, and Commerce. When she loses this peculiar and invaluable distinction, the emigration of her people will be very great. But till this happens, those only will emigrate, who either have not a sufficiency to make them easy, or being disgusted by disappointments, are uncomfortable at home: Or the idle, and dissolute, who are burthen some to the community. The removal of people of these descriptions are of no injury to the State. The first, though in this settled country they are not able to provide the comforts of life sufficiently for their families, will find their labours attended with better success in the New World; at the same time, that  
they

they leave room for the greater exercise of the industry of their neighbours, by the larger space that is left for them. Those of the latter description can be well spared; and from being idle drones in one country, they will be compelled to work like the industrious bee in another, for their daily bread. Such emigrations, whilst they quicken the diligence of those who remain behind, carry with them the name of Englishmen to the remotest parts; where the Estates which they create, will be entailed with their language and manners, upon their posterity; forming an Union that will last for ages.

Nothing remains, but to explain the particular motives which induced the Author to intrude these Observations on the world. They arose from a well grounded apprehension of the danger, which an improper resentment of the past quarrel, and an ill-timed contempt for a future

con-

connexion with America, would probably bring upon this Nation. He does not suppose the subject to be popular. But this has been the fate of every attempt to oppose those measures, which at length tore asunder with violence, the connexion which had so long, and so happily subsisted between the two Countries. It was sufficient formerly to support an opposition to those measures, although founded upon the most solid experience, and which have been fully verified by the event, to be deemed inimical to our own country. It is sufficient at this time, to support an opinion of the propriety of endeavouring to restore this broken connexion, by those conciliatory means, which best tend to regain the affections of a people, from whom we have derived, and from whom we may yet derive the most solid benefits, to be deemed the Sacrificer of the Interests of Great Britain to those of America. However laudable, however necessary the  
 pur-

pursuit, there is a prejudice among us  
 arising from intemperate passion, and the  
 vexation of disappointment, that precludes,  
 obstructs, or in some shape or other, ulti-  
 mately destroys it. The interests of both  
 countries are the same. The art of man  
 cannot devise a method of separation,  
 which will not be prejudicial to both.  
 The ruin of Great Britain will materially  
 affect America. The ruin of America  
 will materially affect Great Britain. If  
 such opinions have not the good fortune to  
 please, the Author will feel a sensible con-  
 cern; but having,

“ *Mens sibi conscia recti,*”

he must console himself with the reflec-  
 tions arising from it. He writes only to  
 discover truth, which he has endeavoured  
 to do with fidelity and attention. Others  
 may effect it with greater ability, no one  
 with a more sincere desire of doing good  
 to his country.

SUCH

SUCH were the motives that actuated him in the production of this Work. It is offered with the humility which becomes an Englishman at this period, when the distresses of the Empire call for the wisdom of the wisest, to remove them from us. If there is any thing in them contrary to the good of either country, it is most sincerely submitted to the judgment of more able and intelligent men. In national matters of this important concern, it would be presumption to suppose, that imagination may not have crept in with reason, or error with truth. Fallibility is the constant attendant upon human nature. The Author has taken pains carefully to collect the most known and approved facts, which relate to the subject. These will speak for themselves, when the opinions which he has formed upon them are forgotten, and in the dust.

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## A P P E N D I X.

**I**T is to be hoped that Great Britain and America will speedily settle, by treaty, the commerce of the two countries, upon a satisfactory and solid foundation. The closer their union, the greater will be their mutual advantages. Upon this ground, and in this hope, the following plan of an act of parliament (when the several parts which relate to the duties, are properly investigated) is with deference offered to the Public.

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### CONTENTS OF THE BILL.

**CLAUSE 1.** **N**O goods to be imported, or exported, but in British-built ships, or in ships of the built of the United States, the property of British subjects, or the joint property of British subjects and the citizens of the United States; or in ships of the built of the United States, and the property of the citizens thereof.

2. Ships of the built of the United States, the property of British subjects, or the joint property of British subjects and the citizens of the United States, to be deemed British-built ships.

A

3. Such

3. Such ships, on reporting in Great Britain, to deliver a certificate of their built.

4. On their arrival in the West Indies, before they take in a loading for Great Britain, to produce the certificate of their built.

5. Such ships, on their arrival in Great Britain, to be registered.

6. Certificate of the register to be delivered to the master.

7. On the ship's name being changed, to be registered de novo.

8. On a certificate being lost, a new one to be granted.

9. Ships belonging to the United States to be subject only to the same port charges as British ships.

10. Any doubts arising of the built or property of ships of the United States, officers may examine.

11. The master, on reporting and clearing outwards, to give a true account of his ship and the goods on board. A proviso that no certificate, bond, &c. be required from ships of the United States.

12. Bond to be taken for all British ships, entering out for the United States, to return to Great Britain.

13. Goods of the growth, &c. of the United States, chargeable with duties, enumerated.

14. Goods of the growth, &c. of the United States, to be imported duty free, enumerated.

15. Goods for dyers use, though not of the growth, &c. of the United States, to be imported in their ships, chargeable with duties, enumerated.

16. Goods, though not of the growth, &c. of the United States, to be imported duty free in their ships, enumerated.

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17. Goods of the growth, &c. of the United States, not enumerated, to be subject to the duties on similar goods.

18. All bounties formerly paid upon the importation of goods from the United States, to cease.

19. Goods of the growth, &c. of the United States, liable to duties, to be put into the king's warehouses upon bond.

20. Not to be landed until due entry is made at the custom-house.

21. Importer may affix a lock to the warehouse, which the officer is required to do, and to grant access, at all reasonable hours, to the importer, to examine and receive the goods, but not less than one package at a time.

22. Certificate of the duties being paid, or satisfied, to be produced before delivery of the goods.

23. The duties not satisfied within months, commissioners may direct the goods to be sold, to pay the charges.

24. Marks to be put upon each package, and the weight or gauge entered in books, kept for that purpose.

Warehouse-keeper to deliver in an account to the commissioners every six months.

Any goods delivered out before duties are paid, warehouse-keeper to be rendered incapable and forfeit pounds.

25. May be delivered out of the warehouse for exportation, upon security being given.

26. No tobacco to be imported in casks under lbs.

27. Indigo not to pay duty on exportation.

28. Bounties to be granted on the exportation of gunpowder, sail cloth, silk, refined sugar, British and Irish linen.

29. Goods chargeable with duties on exportation, enumerated.

30. Foreign goods, exported to the United States, to be entitled to the same drawback of duty, and subject to the same regulations, as if exported to foreign parts.

31. Goods, not enumerated, subject to regulations on similar goods exported by British subjects.

32. Ships of the built of the United States, the property of the citizens thereof, or qualified as British ships, may trade between the United States, and the plantations in America and the West Indies.

33. Goods of the growth, &c. of the United States, which may be imported into the plantations in America and the West Indies, enumerated.

34. Goods of the growth, &c. of the Plantations in that part of America called the West Indies, which may be exported to the United States, enumerated.

35. General clause, subjecting goods liable to duty to the regulations in use.

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# B I L L

FOR THE

*Establishment and Regulation of the Trade be-  
tween the Subjects of Great Britain, and the  
Citizens of the United States of America.*

**W**HEREAS it is expedient to remove the obstructions which at present affect the trade carried on with the United States of America, and to establish the same upon a solid and permanent foundation :

1. Be it enacted, &c. That no goods or commodities, of the growth, production, or manufacture of Great Britain, or of any land, island, plantation, or territory, which now, or shall hereafter, belong unto, or be in the possession of his majesty, his heirs, and successors, shall be exported to the United States of

No goods to be imported, or exported, but in British - built Ships; or in ships of the built of the United States, the property of British subjects; or

A BILL

the joint property of British subjects, and the citizens of those States; or in ships of the built of the United States, and the property of the citizens thereof.

America; or any goods or commodities, of the growth or production of the said United States, or any of the territories thereof, be imported into Great Britain, or any land, island, plantation, or territory as aforesaid, otherwise than in such ship or ships, vessel or vessels, as are herein after described—that is to say—in such ships or vessels as do truly, and without fraud, belong to the people of Great Britain, or any land, island, plantation, or territory as aforesaid, as the proprietors or right owners thereof according to law; whereof the master and three-fourths of the mariners are British subjects; or in such ships or vessels as are of the built of the said United States, and are the property of British subjects, or the joint property of British subjects and citizens of the said States, both in the manner and under the regulations herein after prescribed by this act, and navigated as aforesaid; or in such ships or vessels as do truly and without fraud belong to the citizens, and are of the built of the said United States; under the penalty of the forfeiture and loss of all such goods and commodities, and of the ship or vessel in which they were imported or exported, with all her guns, tackle, furniture, ammunition, and apparel; one moiety of the same to the use of his majesty, his heirs and successors, the other moiety to the use of such person or persons as will seize on, inform, or sue for the same, or the value thereof; to be sued for, levied, recovered, or mitigated, by such means or methods, as any fine, penalty, or forfeiture is, or may be recovered or mitigated, by any law or laws relating to his majesty's revenue of excise or customs, or by any of them; or by action of debt, bill, plaint, or information in any of his majesty's courts of record at Westminster for that part of Great Britain

Britain called England; or the courts of Exchequer at Edinburgh, for that part of Great Britain called Scotland; any law, statute, or custom, to the contrary notwithstanding.

2. And be it enacted, &c. That any ship or vessel, built in any port or place within the said United States, belonging truly, and without fraud, to the citizens of the same, or to the people of Great Britain, or of any land, island, plantation, or territory as aforesaid, or being the joint property of British subjects and the citizens of the said States; and making her first voyage from the place where she was built to Great Britain, or from any of the ports within the said United States at which she shall take in her lading of goods for the same, or which shall proceed with her first lading of goods to any land, island, plantation, or territory as aforesaid, in America or that part called the West-Indies, and on discharging the same shall take in another lading of goods, and shall proceed with the same directly to Great Britain; three-fourths of her mariners being, at the time of taking in the said last-mentioned goods, British subjects; and also conforming to the several regulations prescribed by this act, shall from thence forward be deemed and pass as a ship of the built of Great Britain, or any of his majesty's dominions, and shall be qualified to trade from or in any part of the same, any law, statute, or custom to the contrary notwithstanding.

3. And be it enacted, &c. That the master of every such ship or vessel which shall be built in any of the said United States, and to be deemed and pass as aforesaid, shall, upon her first setting out or being first navigated at sea, have or be furnished with a certificate signed by the British consul or vice-consul, resident in the place or port in the said United States, where

*Ships of the built of the United States, the property of British subjects, or the joint property of British subjects and the citizens of the United States, to be deemed British-built ships.*

*Such ships, on reporting in Great Britain, to deliver a certificate of their built.*

the said ship or vessel was built; and, if there be no consul in the said port or place, to be signed by the principal officer or officers of the customs thereof; or, for want of such officer, by the chief magistrate of the said United States resident therein or the nearest thereto; describing the place where the same was built, the burthen thereof, and the names of the owners, whether British subjects, or citizens of the said United States, to whom the same belongs; which said certificate shall be produced by the said master on reporting the same in Great Britain.

On their arrival in the West-Indies; before they take in a loading for Great Britain, to produce the certificate of their built.

4. And be it enacted, &c. That, on the arrival of every such ship or vessel at any port in any land, island, plantation, or territory as aforesaid, in America, or that part called the West-Indies, from the place in which she was built, or from the port in which she took in her loading of goods for the same, the aforesaid certificate shall be produced to the principal officer or officers of his majesty's customs in the said port, before she is permitted to take any goods on board for Great Britain; and after copies thereof are taken (one of which shall be transmitted to the commissioners of his majesty's customs in Great Britain), the said certificate shall be returned to the master.

Such ships, on their arrival in Great Britain, to be registered.

5. And be it enacted, &c. That no such ship or vessel, qualified as aforesaid, shall afterwards be deemed and pass as a ship of the built of Great Britain, or any of his majesty's dominions, unless the same, or one half part thereof at the least, shall belong to, and whereof the master and three-fourths of the mariners are British subjects; nor unless the British owners shall, upon his or their oath before the principal officers of the port at which the said ship or vessel shall arrive from



# A P P E N D I X.

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from her first voyage, or in which he or they shall reside, make proof thereof in the words following, describing particularly the names, descriptions, and places of residence of the several owners, whether British subjects, or citizens of the said United States: that is to say—“ That the ship of  
“ whereof is at present master, being a  
“ of tons, was built at within  
“ the territories of the United States of America, in  
“ the year ; and that of  
“ (is or) are at present (owner or) owners thereof;  
“ and that no foreigner, or other person, has, directly  
“ or indirectly, any share, part, or interest therein.”

6. And be it enacted, &c. That such oath, being attested by the custom-house officer or officers who administered the same, under their hands and seals, shall, after having been registered by them, be delivered to the master of the ship for the security of her navigation; and a duplicate of the said register shall be immediately transmitted to the commissioners of his majesty's customs in the port of London, in order to be entered in a general register to be kept there for the purpose.

Certificate of the register to be delivered to the master.

7. And be it enacted, &c. That no ship's name, registered as aforesaid, shall be afterwards changed without registering such ship de novo: which is also hereby required to be done upon any entire change of property, and delivering up the former certificate to be cancelled; under the same penalties, and in the like method, as herein before directed; and that in case there be any alteration of property by the sale of one or more shares, in any ship after registering thereof, such sale shall always be acknowledged by indorsement before

On the ship's name being changed, to be registered de novo.

before two witnesses ; in order to prove, that the entire property of the said ship belongs to some of the subjects of his majesty, or of the citizens of the United States, (one half part in all cases to belong to British subjects) if any dispute arises concerning the same.

On a certificate being lost, a new one to be granted.

8. And be it enacted, &c. That if the certificate of any register as aforesaid shall be lost, the ship or vessel may be registered de novo, upon the master or person, having charge of the said ship or vessel, and one or more of the owners thereof, making proof upon oath to the satisfaction of the commissioners of his majesty's customs, (in case the owner or owners, or any of them, shall reside in Great Britain, Guernsey, or Jersey) or of the governor or collector of the customs residing in any of his majesty's dominions in America, or that part called the West Indies (in case she was registered in the same, and none of the owners shall reside in Great Britain, Guernsey, or Jersey), of the loss of such certificate, and likewise of the name, burthen, built, property, and other particulars required by this act, in the same manner, and before the same persons, as required upon original registers ; and shall likewise give good and sufficient security, in the penalty of 500l. if the ship or vessel be of the burthen of 100 tons, and so in proportion for every ship or vessel of a greater burthen, to the collector of the port to which such ship or vessel shall belong, that the original certificate has not been, nor shall be fraudulently disposed of, or used, contrary to law ; and that the same, when found, shall be delivered up to the commissioners of the customs to be cancelled. In such case it shall and may be lawful for the commissioners of his majesty's customs, and the governor and collector of the customs

customs residing as aforesaid, and the said commissioners, governor, and collector, are hereby required to permit the said ship or vessel to be registered *denovo*, and the proper officers shall deliver a certificate thereof to the owner or owners, registering the same in the manner directed by this act, and therein mention the name by which the ship or vessel was formerly registered; and that such certificate of a new register is granted in pursuance of this act, instead of a former certificate, which appears, by such proof as this act requires, to be lost; and that such new register and certificate shall have the same force and effect, as if the same were an original register and certificate, and no other; and a duplicate thereof shall be transmitted by the officers who shall grant the same, to the commissioners of his Majesty's customs.

9. And be it enacted, &c. That every ship or vessel belonging truly and without fraud to the citizens, and which is of the built of the said United States, arriving in the ports of Great Britain, or of any land, island, plantation, or territory as aforesaid, shall be subject only to the payment of such duties for lights, pierages, and other port charges, as are now usually paid by British-built ships, any law, statute, or custom to the contrary notwithstanding\*.

*Ships belonging to the citizens of the United States to be subject only to such port charges as British-built ships.*

10. And be it enacted, &c. That, in case any doubt concerning the property of any ship or vessel belonging to the said United States, or of the place from whence she shall come, shall arise in Great Britain, or any land, island, plantation, or territory as aforesaid, the princi-

*Any doubt arising of the built or property of ships of the United States, officers may examine.*

\* The very high port charges in Great Britain, and her West India islands, and the equally low port charges in France, and the French West Indies, render this clause necessary, in order to encourage the Americans to make this country an entrepot.

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pal officer or officers of the customs in the said port shall examine the bills of lading, and all other documents which may conduce to the ascertainment of the same; which said examination they are hereby directed and required to make, previous to the said ship or vessel being admitted to entry and to break bulk.

The master, on reporting and clearing outwards, to give in a true account of his ship and the goods on board her.

11. And be it enacted, &c. That the master of any ship or vessel belonging to the citizens, and of the built of the said United States, shall, without delay, on his arrival in any port of Great Britain, or in any land, island, plantation, or territory as aforesaid, and also on clearing out the same, make a just and true entry upon oath, of the burthen, contents, and loading of every such ship or vessel, with the particular marks, numbers, qualities, and contents of every parcel of goods therein laden, to the best of his knowledge; also where and in what port she took in her lading, ~~or~~<sup>and</sup> to what port she is bound; of what state built, how manned, the name of the master and owners during the voyage, inwards or outwards; and shall also conform to the several regulations prescribed by this act, and to the several laws and regulations now in force for the entry of ships from or to foreign ports not within the dominions of his Majesty, and not repealed or altered by the same.

No register, bond, &c. to be required from ships of the United States.

Provided always, that no register, bond, certificate, or any other paper than what is directed by this act, shall be required from any such ship or vessel, or for any goods on board the same, any law, statute, or custom to the contrary notwithstanding.

Bond to be taken for all British ships entering out for the United

12. And be it enacted, &c. That for every British ship or vessel, or any ship or vessel qualified and deemed to pass as such by this act, as shall enter and clear out of any port

port in Great Britain, or any land, island, plantation, or territory as aforesaid, for any port or place in the said United States, sufficient bond, with one surety, shall be given to the principal officers of the customs in such port or place, from whence the said ship or vessel shall enter and clear out, to the value of 1000*l*. if of less burthen than 100 tons, and of 2000*l*. if of that or greater burthen; the condition of which shall be, that the said ship or vessel shall proceed to the port or place for which she hath been entered and cleared out; and in case she shall load any goods or commodities at the said, or any port or place in the said United States, that the same shall be, by the said ship or vessel, brought to, unladen, and put on shore, (the danger of the seas only excepted) as follows— that is to say—if the said goods or commodities are enumerated goods, permitted by this act to be carried from the said United States to any land, island, plantation, or territory as aforesaid, in America, or that part called the West Indies, the same shall be landed in some port thereof; but if any other than the said enumerated goods, the same shall be landed in some port of Great Britain; which said bond shall not be discharged, until a certificate is produced, within eighteen months from the date of the said bond, (the danger of the seas excepted) from the consul, officer, or chief magistrate as aforesaid, in the port or place in the said United States, in which the said ship or vessel has been loaded; and in case the same has been laden with enumerated goods, for any land, island, plantation, or territory as aforesaid, in America, or that part called the West Indies, a certificate, as aforesaid, must likewise be produced of the principal officers of the customs, that the same has  
States, to re-  
turn to Great  
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been

Goods of the growth, &c. of the United States chargeable with duties, enumerated.

been duly landed in some port thereof; any law, statute, or custom, to the contrary notwithstanding; †

13. And be it enacted, &c. That the following enumerated goods, of the growth or production of the said United States, the property of the citizens thereof, or of British subjects, brought directly from the port where the said goods can only, or most usually are first shipped for transportation, duly imported and entered according to law, shall be subject to the payment of the duties, and entitled to the receiving back the same, or part thereof, on exportation, as are annexed to each article, any law, statute, or custom, to the contrary notwithstanding. \*

† An objection may be made to this clause, lest it should prove the means of preventing our being the carriers of those goods of the middle and southern states, which are not consumed in Great Britain. But when it is considered, that these goods may be put in order for a market, upon more advantageous terms in this country, than in any other, and that it tends to promote the making Great Britain an entrepot; at the same time that it forwards a connection between the two countries; (independent of its other advantages) this objection will certainly be over-ruled.

\* In order to form a judgment of the duties proper to be imposed, and the drawbacks to be repaid, upon these articles, the former payments and repayments, inclusive of the additional duties during the war, are inserted; (excepting hemp, iron, and ashes, against which, lest a difference should give any umbrage to Russia, the duties and drawbacks upon those articles, when imported from the northern states, are placed)—That the whole of the American trade may be taken into consideration, and such duties imposed and drawbacks repaid, as shall be deemed, by persons conversant in the trade, to be advantageous to us. Particular attention should be paid to those articles that are the staple of any state; such as rice, which for want of consumption, contributing little to the revenue, yet will contribute very largely to our navigation; besides other great advantages in making this country an entrepot for it. Naval stores, being essentially necessary to our navigation, should be imported duty free; and oil, as being useful to us in some of our manufactures, and of which our consumption is very great for many purposes, should be suffered to be imported upon payment of a moderate duty. Furs, and other articles, ought to be properly investigated, that when an act is made, it may be as complete as possible,

Ashes

Ashes v

Copper  
Furs, v

Hemp,  
Hides,

Horns

		Duty to be paid on Importation.		Drawback to be repaid on Ex- portation.	
		£. s. d. 20th.	£. s. d. 20th.	£. s. d. 20th.	£. s. d. 20th.
Ashes vocat.	Pot ashes, . . . . . the cwt.	2	2 $\frac{3}{4}$		
	Pearl ashes, . . . . .	2	2 $\frac{3}{4}$		
	Weed ashes, . . . . .		6 $\frac{1}{2}$		
	Wood ashes, . . . . .		6 $\frac{1}{2}$		
Copper ore,			8 $\frac{3}{4}$		7 $\frac{1}{2}$
Furs, vocat.	Bear skins, black or red, . . the piece	5	6	5	
	—, white, . . . . .	11		10	
	Beaver skins, . . . . the whole piece		1 $\frac{3}{4}$		
	— wombs, . . . . the piece		5 $\frac{1}{2}$	5	
	Cat skins, the hundred, containing 5 score	11		10	
	Foxes, the black fox skin, . . . .	2 15		2 10	
	—, the ordinary skin, . . . .		4 $\frac{1}{2}$	4	
	Martrons or Martins, the timber, con- taining 40 skins, . . . .	2 15		2 10	
	Minks tawed, the timber, containing 40 skins, . . . .	1 2		1 0 0	
	— untawed, . . . . .	16	6	15	
	Otter skins, . . . . the piece	1	4 $\frac{1}{2}$	1	3
	Wolf skins, tawed, . . . .	8	3	7	6
	— untawed, . . . .	6	3 $\frac{1}{2}$	5	9
	Wolverings, . . . .	3	5 $\frac{1}{2}$	3	1 $\frac{1}{2}$
	All other furs (except those rated among skins) for every 20s. of their real value, upon oath, . . . .	5	6	5	
	And if any of the aforesaid furs, or any other furs, are tawed or dressed, and are not before charged as such, they are to pay more for every 20s. of their real value, upon oath, . . . .	6	7 $\frac{1}{2}$	7 $\frac{1}{2}$	
	Hemp, rough, . . . . the cwt.	3	8	3	4
Hides, vocat.	Buff hides, . . . . the hide	4	4 $\frac{1}{2}$	4	1 $\frac{1}{2}$
	and besides for every pound wt.		7 $\frac{1}{2}$		5 $\frac{1}{2}$
	Cow or horse hides in the hair, the piece		8 $\frac{3}{4}$		7 $\frac{1}{2}$
	— tanned, . . . .	2	9	2	6
	and besides for every pound wt.		3 $\frac{1}{2}$		2 $\frac{1}{2}$
	Elk hides dressed or undressed; vide Skin,				
	All other hides, and pieces of hides, not before particularly charged, for every 20s. of their real value, upon oath . . . .	5	6	5	
	And besides, if dressed in oil, the lb. wt.		7 $\frac{1}{2}$		5 $\frac{1}{2}$
	— tanned, . . . .		3 $\frac{1}{2}$		2 $\frac{1}{2}$
	— tawed, . . . . the hide	3	10 $\frac{1}{2}$	2	8 $\frac{3}{4}$
	Horns of Cows or Oxen, the hundred, containing 5 score	1	10	1	8
	— Harts or Stags, . . . the hundred	6	7 $\frac{1}{2}$	5	10 $\frac{1}{2}$
					Horn

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Ashes



			Duty to be paid on Importation	Drawback to be repaid on Ex- portation.	
£.	s.	d. 20th	£.	s.	d. 20th
Horn Tips,	the hundred,	containing five score			
Iron unwrought, called bar-iron,	the ton wt.		2	16	$6\frac{1}{2}$
— Ore,			2	9	$7\frac{1}{2}$
— called pig-iron,			5	6	6
Oil, vocat. Train oil or blubber, the ton, contain- ing 252 gallons			13	$2\frac{3}{4}$	$10\frac{3}{4}$
Pitch, small or great band, the last containing 12 barrels			11		10
Rice,		the cwt.	7	4	6 8
Rosin,			1	$5\frac{1}{2}$	$1\frac{3}{4}$
Sarsaparilla,		the pound wt.		$8\frac{1}{2}$	$7\frac{1}{2}$
Sassafras, wood or roots,		the cwt.	4	$4\frac{1}{2}$	$3\frac{10}{16}$
Snake root,		the pound wt.		$9\frac{1}{2}$	$8\frac{1}{2}$
Skins, vocat. Buck or deer skins, in the hair, the skin dressed			1	$4\frac{1}{2}$	$7\frac{1}{2}$
and besides for every pound wt.				$9\frac{1}{2}$	$3\frac{1}{2}$
Indian, half dressed,		the pound wt.		$4\frac{1}{2}$	$3\frac{1}{2}$
Elk skins, dressed or undressed, the skin and besides, if dressed in oil, for every pound wt.			1	$7\frac{1}{2}$	1 6
Fisher skins	-	the piece	1	$7\frac{1}{2}$	1 6
Moose skins,	-		2	9	2 6
Musquash skins,	-	the skin		$1\frac{1}{2}$	$1\frac{1}{2}$
Panther skins,	-	the piece	5	6	5
Racoons,	-	the skin		$1\frac{1}{2}$	$1\frac{1}{2}$
Seal skins,	-			$5\frac{1}{2}$	5
and besides, if dressed, for every 20s.			6	$7\frac{1}{2}$	$7\frac{1}{2}$
of their real value, upon oath,					
and besides the aforesaid duties, if any of the aforesaid skins are tawed, tanned, or dressed, and not parti- cularly charged as such, they are to pay for every 20s. of their real value, upon oath,			6	$7\frac{1}{2}$	$7\frac{1}{2}$
Tar, small or great band, the last containing 12 barrels			11		9 9
Tobacco,		the lb. wt.	1	$2\frac{1}{2}$	$1\frac{1}{2}$
Turpentine common,		the cwt.	2	$2\frac{1}{2}$	$1\frac{1}{2}$
Wax,			8	$9\frac{1}{2}$	$7\frac{1}{2}$
and besides, if bees wax			2	$2\frac{1}{2}$	$2\frac{1}{2}$
— vocat. hard wax,		the lb. wt.		$8\frac{1}{2}$	$7\frac{1}{2}$
Bay or myrtle,				$1\frac{1}{2}$	$1\frac{1}{2}$
Whalefins,		the ton wt.	15	0	1 10



Drawback to be  
repaid on Ex-  
portation.

6. 5. d. 20th  
6.  
2 12 7  $\frac{2}{10}$   
2 6  
5  
10 2  $\frac{8}{10}$   
10  
6 8  
1 3  $\frac{12}{10}$   
7  $\frac{16}{10}$   
3 10  $\frac{16}{10}$   
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7 9  $\frac{12}{10}$   
2 2  $\frac{10}{10}$   
7  $\frac{16}{10}$   
1  $\frac{10}{10}$   
10 1  $\frac{10}{10}$

14. And be it enacted, &c. That the following enumerated goods of the growth or production of the said United States, the property of the citizens thereof, or of British Subjects, duly brought from the place of their growth, imported and entered as aforesaid, shall be imported into Great Britain free of duty, any law, statute, or custom to the contrary notwithstanding.

Goods of the growth, &c. of the United States to be imported duty free, enumerated.

Beaver wool  
Flax, undressed or rough  
Sago powder  
Wood vocat. Anchor stocks  
\_\_\_\_\_ Barks great, middle, and small  
\_\_\_\_\_ Battens  
\_\_\_\_\_ Battens 6  $\frac{1}{2}$  inches wide or under  
\_\_\_\_\_ Beach boards 2 inches thick or under  
\_\_\_\_\_ Beach planks above 2 inches thick  
\_\_\_\_\_ Beach quarters under 5 inches square  
\_\_\_\_\_ 5 inches square and under 8 inches  
Boards vocat. Barrel boards  
\_\_\_\_\_ Clap boards  
\_\_\_\_\_ Pipe boards or pipe bolts  
\_\_\_\_\_ Whiteboards for shoemakers  
Boom spars  
Cant spars  
Capravens  
Clapbolt or clapboards  
Deals  
\_\_\_\_\_ of 20 feet in length, or under  
Firewood  
Fir quarters, under 5 inches square  
\_\_\_\_\_ of 5 inches square, and under 8 inches  
Handspikes  
Headings for pipes, hogheads, or barrels  
Knees of oak for shipping, 8 inches square, and under  
\_\_\_\_\_ above 8 inches square  
\_\_\_\_\_ small for wherries  
Lath wood  
Masts for ships, great, middle, and small  
Oak boards  
\_\_\_\_\_ under 2 inches thick, and under 15 feet long  
\_\_\_\_\_ Plank  
\_\_\_\_\_ Timber

**Oars**

Paling boards

Round wood

Scale boards

Spars, small

Spokes for cart wheels, long and short

Staves, vocat. Barrel staves

———— Bow staves

———— Kilderkin staves

———— Pipe and hoghead staves

**Wainfcot**

———— boards of all sorts

Ufers, single, under 24 feet in length

———— double, of 24 feet in length, and upwards

Wood for dyeing, of all sorts

Walnut, or any sort of wood not rated

Goods for dyers use, though not of the growth, &c. of the United States to be imported in their ships, chargeable with duties, enumerated.

15. And be it enacted, &c. That the following enumerated goods for dyers use, the property of British subjects, or of the Citizens of the said United States, though not of the growth or production of the same, imported into Great Britain in ships or vessels British-built, or qualified as such by this act, or in ships or vessels belonging to the said United States, duly imported and entered as aforesaid, shall be subject to the payment of the duties, and entitled to the receiving back the same, or a part thereof, on exportation, as are annexed to each article, any law, statute, or custom to the contrary notwithstanding. \*

\* These duties should be examined into. It is for the benefit of our manufactures that they should be brought in from all parts.

Alum

# A P P E N D I X.

19

			Duty to be paid on Importation.	Drawback to be repaid on Ex- portation.
			£. s. d. 20th.	£. s. d. 20th.
Alum,	—	the cwt.	7 1 <sup>16</sup> / <sub>20</sub>	6 1 <sup>16</sup> / <sub>20</sub>
— ronish or roach,	—	—	1 5 <sup>11</sup> / <sub>20</sub>	1 3 <sup>11</sup> / <sub>20</sub>
Alumen plume,	—	the lb. wt.	1 <sup>17</sup> / <sub>20</sub> 3	1 <sup>17</sup> / <sub>20</sub> 3
Antimonium preparatum or stibium,	—	—	1 <sup>11</sup> / <sub>20</sub> 5	1 <sup>11</sup> / <sub>20</sub> 5
British berries, for every 20s. value upon oath,	—	—	3 3 <sup>11</sup> / <sub>20</sub>	2 9 <sup>11</sup> / <sub>20</sub>
Calabasha,	—	}	6 4 <sup>11</sup> / <sub>20</sub> 1	5 10 <sup>11</sup> / <sub>20</sub> 1
Caffina,	—		3 3 <sup>11</sup> / <sub>20</sub>	2 9 <sup>11</sup> / <sub>20</sub>
Cassumber,	—		10 <sup>11</sup> / <sub>20</sub> 1	9 <sup>11</sup> / <sub>20</sub> 1
Copperas, blue,	—	the cwt.	1 7 <sup>11</sup> / <sub>20</sub>	1 3 <sup>11</sup> / <sub>20</sub>
— green,	—	—	2 11 <sup>11</sup> / <sub>20</sub>	2 7 <sup>11</sup> / <sub>20</sub>
— white,	—	—	8 <sup>11</sup> / <sub>20</sub>	6 <sup>11</sup> / <sub>20</sub>
Grain or scarlet powder,	—	the lb. cwt.	4 <sup>11</sup> / <sub>20</sub>	3 <sup>11</sup> / <sub>20</sub>
— of sevil in berries	—	—	6 4 <sup>11</sup> / <sub>20</sub> 1	5 10 <sup>11</sup> / <sub>20</sub> 1
Grana germanicum, for every 20s. value upon oath,	—	—	4 <sup>11</sup> / <sub>20</sub>	3 <sup>11</sup> / <sub>20</sub>
Grain of Portugal, or rotta,	—	the lb. cwt.	6 <sup>11</sup> / <sub>20</sub>	5 10 <sup>11</sup> / <sub>20</sub> 1
Gum arabic,	—	—	11	10 <sup>11</sup> / <sub>20</sub> 1
— Senegal,	—	—	6 4 <sup>11</sup> / <sub>20</sub> 1	5 10 <sup>11</sup> / <sub>20</sub> 1
— lack, called cake lack,	—	—	6 4 <sup>11</sup> / <sub>20</sub> 1	5 10 <sup>11</sup> / <sub>20</sub> 1
— mount jack, for every 20s. value upon oath,	—	—	6 4 <sup>11</sup> / <sub>20</sub> 1	5 10 <sup>11</sup> / <sub>20</sub> 1
Jessamin ointment,	—	—	10 <sup>11</sup> / <sub>20</sub> 1	9 <sup>11</sup> / <sub>20</sub> 1
Litharage of gold,	—	the cwt.	8 <sup>11</sup> / <sub>20</sub>	7 <sup>11</sup> / <sub>20</sub>
— silver	—	—	6 4 <sup>11</sup> / <sub>20</sub> 1	5 10 <sup>11</sup> / <sub>20</sub> 1
Oil of peony, for every 20s. value upon oath,	—	—	3 3 <sup>11</sup> / <sub>20</sub>	2 9 <sup>11</sup> / <sub>20</sub>
Pomatum,	—	}	2 2 <sup>11</sup> / <sub>20</sub>	1 8 <sup>11</sup> / <sub>20</sub>
Platain,	—		6 4 <sup>11</sup> / <sub>20</sub> 1	5 10 <sup>11</sup> / <sub>20</sub> 1
Salt petre,	—	the cwt.	9 <sup>11</sup> / <sub>20</sub>	8 <sup>11</sup> / <sub>20</sub>
Terra dulcis, for every 20s. value upon oath,	—	—	1 13	1 5 6
Weld,	—	the cwt.	3 <sup>16</sup> / <sub>20</sub>	3 <sup>16</sup> / <sub>20</sub>
Woad Island, or green woad,	—	the ton wt.	1 <sup>11</sup> / <sub>20</sub>	1 <sup>11</sup> / <sub>20</sub>
Verdigrease, common,	—	the lb. wt.	1	1
— christalised,	—	—		

16. And be it enacted, &c. That the following enumerated goods, the property of British subjects or of the citizens of the said United States, though not of the growth or production of the same, imported into Great Britain in ships or vessels British built, or qualified as such by this act, or in ships or vessels belonging to the said United States, duly imported and entered as afore said, shall be imported into Great Britain free of duty, any law, statute, or custom to the contrary notwithstanding.

Goods, though not of the growth, &c. of the United States, to be imported duty free in their ships, enumerated.

## A P P E N D I X.

Agarick	-	-	-	-	}	for Dyers use.
Annotto,	-	-	-	-		
Antimonium crudum,	-	-	-	-		
Aqua fortis,	-	-	-	-		
Archelia, or Spanish weed,	-	-	-	-		
Argol, white and red, or powder,	-	-	-	-		
Arsenic, white or yellow, or rosafgar,	-	-	-	-		
Bay berries,	-	-	-	-		
Brazil, or Fernambuc wood,	-	-	-	-	}	for Dyers use.
Brazilletto, or Jamaica wood,	-	-	-	-		
Box wood,	-	-	-	-		
Cochineal of all sorts,	-	-	-	-		
Cream of tartar,	-	-	-	-	}	for Dyers use.
Ebony wood,	-	-	-	-		
Fustick,	-	-	-	-	}	for Dyers use.
Galls,	-	-	-	-		
Gum stick lack	-	-	-	-		
Indigo,	-	-	-	-		
Indigo dust,	-	-	-	-	}	for Dyers use.
Isinglass,	-	-	-	-		
Lignum vitæ,	-	-	-	-		
Logwood,	-	-	-	-		
Litmus,	-	-	-	-	}	for Dyers use.
Madder, vocat. crop madder, and all	-	-	-	-		
other bale madder,	-	-	-	-		
fat madder,	-	-	-	-		
mull madder,	-	-	-	-		
Madder roots, or rubia tinctorum,	-	-	-	-	}	for Dyers use.
Mahogany,	-	-	-	-		
Nicaragua wood,	-	-	-	-	}	for Dyers use.
Olive wood,	-	-	-	-		
Orchall,	-	-	-	-	}	for Dyers use.
Orchelia. See Archelia,	-	-	-	-		
Pomegranate peels,	-	-	-	-		
Red or Guinea wood,	-	-	-	-		
Safflore	-	-	-	-	}	for Dyers use.
Sal armonicum,	-	-	-	-		
gem,	-	-	-	-		
Sapan wood,	-	-	-	-		
Saunders, red or stock,	-	-	-	-	}	for Dyers use.
Shumack,	-	-	-	-		
Stick lack. See Gum,	-	-	-	-		
Sweet wood,	-	-	-	-		
Tornfal,	-	-	-	-	}	for Dyers use.
Valonea,	-	-	-	-		

17. And be it enacted, &c. That all goods of the growth or production of the said United States, not enumerated, duly brought from the place of their growth, imported and entered, as aforesaid, shall be made liable only to the payment of such duties (if any) as are now paid, and shall receive such duties back, or a part thereof, on exportation to foreign parts, as are now received, and shall be otherwise subject to the regulations that similar goods, imported or exported by British subjects, in British-built ships, are subject to, any law, statute, or custom to the contrary notwithstanding.

Goods of the growth, &c. of the United States not enumerated, to be subject to the duties on similar goods.

18. And be it enacted, &c. That all bounties which have hitherto been granted upon the importation of certain goods or commodities, the produce of the territories now composing the said United States, shall no longer continue to be paid, but from henceforth cease and determine, any law, statute, or custom to the contrary notwithstanding.

All bounties formerly paid upon the importation of goods from the United States, to cease,

19. And be it enacted, &c. That all such goods of the growth or production of the said United States, as shall be imported into Great Britain directly from the same, or any of them, upon the entry thereof at the custom-house, may forthwith, and before payment of all or any part of the duties, which such goods are charged with and liable to pay, be landed from on board the ship or vessel in which the same shall be so imported, and carried or put into such warehouse or warehouses, as shall be for that purpose provided, at the charge of the respective proprietor or proprietors, importer or importers of such goods, which shall be approved of by the commissioners of his majesty's customs or excise, or the major part of either of them

Goods of the growth, &c. of the United States liable to duties, to be put in the king's warehouse upon bond

for the time being, or by the principal officers of the customs or excise in the port in which the same shall be landed; upon the importer or importers aforesaid first giving, at his or their charge and expence, his or their bond, or other good and sufficient security, for the full amount of all and every the duties which such goods are charged with and liable to pay (which the commissioners or other proper officers of the customs or excise are hereby required and empowered to take) payable as soon as the said goods shall be sold (provided the sale of the same shall take place within months from and after the time they shall be landed and put into warehouses as aforesaid). And if the said goods shall not be sold or exported, in the manner and according to the regulations prescribed by this act, within the said months, then to pay the same at the end of such months, such duty to be computed according to the weight or gauge of the said goods, to be taken at the time the same shall be so landed, and lodged in warehouses as aforesaid.

Not to be landed until due entry is made at the custom-house.

20. And be it enacted, &c. That in case any such goods shall be landed, or put on shore out of any ship or vessel, before due entry be made thereof at the custom-house, and with the proper officers of the customs or excise, at the port or place where the same shall be imported, and the said duties secured; or without a warrant for the landing or delivering the same, first signed by the proper officers of the customs or excise; or without the presence of a custom-house or excise officer; such imported goods as shall be so landed or put on shore, or taken out of any ship or vessel contrary to the true meaning of this act, or the nature of the same, shall be forfeited, and shall or may be sued for

for and recovered of the importer or proprietor thereof, in the manner and for the uses as aforesaid.

21. And be it enacted, &c. That it shall or may be lawful for the proprietor or proprietors, importer or importers of such goods, so to be lodged in any such warehouse or warehouses as aforesaid, to affix one lock to every such warehouse, the key of which shall remain in the custody of such proprietor or importer; and to and for the proper officer or officers of the customs or excise, appointed to attend such warehouse or warehouses, to affix one other lock to the same the key whereof to remain in the custody of the said officer or officers; and the said proprietor or proprietors, importer or importers, shall and may in the presence of the said warehouse-keeper or officer, (who are hereby required to attend at all reasonable times for that purpose) view, examine, open, separate, garble, shift, weigh, and render merchantable, and fit for sale, the said goods or any part thereof, in the said warehouse or warehouses; and shall and may receive out of the same the said goods or any part thereof, (but in no less quantity than one cask or package at a time) upon paying the said duties for the same, and upon producing such certificate or receipt from the proper officers, of the said duties having been paid, in manner as is herein for that purpose particularly prescribed.

22. And be it enacted, &c. That the said goods so lodged in warehouses as aforesaid, shall or may from time to time be delivered out of such warehouse or warehouses respectively, upon payment of his majesty's duties thereon; and upon the proprietor or importer, or such person or persons as shall be appointed by him or them for that purpose, producing to the respective

Importer may affix a lock to the warehouse, which the officer is required to do, and to grant access at all reasonable hours to the importer to examine and receive the goods, not less than one package at a time.

Certificate of the duties being paid or satisfied, to be produced before delivery of the goods.

warehouse-keeper or warehouse-keepers, and the officers appointed to attend the said warehouse or warehouses, a warrant or warrants, certificate or certificates, signed by the proper officer of the customs or excise appointed to receive the duties payable thereon, certifying that he has received all and every the said duties, to which the said goods, so desired to be delivered out of such warehouse, was liable and subject to pay, the said warehouse-keeper or warehouse-keepers and officers attending such warehouse or warehouses, shall deliver such goods as shall be mentioned or expressed in such warrant or warrants, certificate or certificates respectively, to have paid or satisfied the said duties.

The duties not satisfied within months, Commissioners of the Customs may direct the goods to be sold to pay the charges.

23. And be it enacted, &c. That, in case such goods shall, after landed, remain in such warehouse or warehouses in which the same shall be so lodged for the purposes aforesaid, for any time exceeding the space of            months, after the same shall be so landed and lodged in such warehouse or warehouses as aforesaid, and the proprietor or importer, or other person or persons by him or them appointed, shall not, within the said            months, pay or cause to be paid to the proper officers appointed to receive the same, all and every the duties to which the same are subject and liable to pay, and shall omit to procure or bring such certificate herein before directed to be had and made out, from such officers, to such warehouse-keeper or warehouse-keepers, and to the officer or officers attending the same, of the payment of the said duties within the time aforesaid, that then it shall and may be lawful to and for the said commissioners of the customs or excise, or the major part of either of them for the time being, to direct and order such goods, so lodged in such warehouse



house or warehouses, for which the said duties shall not be paid within the time aforesaid, to be put up to sale by public auction, to the best bidder or bidders for the same, and the money arising by such sale shall be in the first place applied, to the discharge of the said duties so payable thereon, the charges attending such warehouse or warehouses, and the expence of such sale; and the surplus of the monies so arising by such sale (if any), after payment of the said duties and charges, shall go and be paid to the importer or proprietor of the said goods, who so landed and lodged the same in the warehouse or warehouses as aforesaid.

24. And be it enacted, &c. That before such goods of the said United States shall be so landed or lodged in such warehouse or warehouses, a mark shall be set on every cask, vessel or package of the said goods, mentioning the particular weight or quantity which is contained therein, according to the weight or gauge thereof to be then taken, and who is or are the respective proprietor or proprietors, importer or importers thereof; and the keeper or keepers of such warehouse or warehouses, and the person or persons who shall be appointed by the commissioners or proper officers of his majesty's customs or excise to attend the said respective warehouses, shall each of them keep one or more book or books, wherein they shall, respectively and separately, fairly enter in writing an exact particular and true account of all such goods of the said United States, as shall be brought into and carried out of the respective warehouse or warehouses, to which he or they shall respectively belong; and the days and times when the same

Marks to be put upon each package, and the weight or gauge entered in books kept for the purpose.

Warehouse-keeper to deliver in an account to the commissioners every six months.

Any goods delivered out before duties are paid, warehouse-keeper to be rendered incapable and forfeit

May be delivered out of the warehouse for exportation upon security being given.

same shall be brought in and carried out, and the name of the respective persons to whom, or for whose use, the same was delivered out; and shall, at the end of every six months or oftener, if required, transmit in writing an account thereof upon oath to the commissioners of the customs or excise for the time being, together with an exact account of the quantity then remaining in the respective warehouse or warehouses to which they respectively belong; and the commissioners of the customs or excise, as the case may be, are hereby required and enjoined, within one month after the same shall be respectively transmitted to them as aforesaid, to inspect and examine the said accounts; and if upon such examination it shall appear that any of the said goods were delivered out of the said warehouses, otherwise than is herein mentioned, or before payment of the duties, which such goods are charged with and liable to pay, for such the said goods, as shall have been delivered out of the said warehouses, then the said warehouse-keeper or warehouse-keepers, and officer or officers respectively offending therein, shall not only be disabled to hold or enjoy any public office or employment, but shall also forfeit and lose for every such offence the sum of , to be sued for, levied and recovered, or mitigated by such ways and means and methods, as any fine, penalty, or forfeiture is or may be recovered or mitigated, by any law or laws as aforesaid, or by an action of debt, bill, plaint, or information in any of his majesty's courts as aforesaid.

25. And be it enacted, &c. That such part of the said goods as shall be intended for exportation to parts beyond the seas, shall be delivered out of such ware-

warehouse or warehouses as aforesaid in the original cask, bale or package only (or in some cask, bale or package, containing the same quantity, in case the original package be insufficient) unto the proprietor or proprietors, importer or importers, or such buyers or other persons, as the said proprietors or importers shall have appointed in their behalf, upon sufficient security to be given to his majesty, his heirs and successors, (which security the commissioners of the customs for the time being, or the proper officer or officers of the customs, are hereby required and empowered to take) that the same and every part thereof shall be exported to parts beyond the seas, and shall not be re-landed in Great Britain, the Isle of Man, or the Islands of Faro or Ferro; which said security shall be discharged without fee or reward, by a certificate under the common seal of the chief magistrate belonging to any place or places beyond the seas, or under the hand and seal of the British consul, or of two known British merchants, then being at such place or places, that such goods were there landed; or upon proof made by credible persons, that such goods were taken by enemies, or perished in the seas; the examination and proof thereof being left to the judgment of the said commissioners of the customs for the time being.

26. And be it enacted, &c. That no tobacco of the growth or production of the said United States, shall be brought or imported into Great Britain, otherwise than in cask, case, or chest only, each cask, case, or chest thereof containing                      weight of neat tobacco at the least, under the penalty of the forfeiture

No tobacco to be imported in casks under pounds.

ure of all the tobacco as shall be imported contrary to this act, together with the casks, cases, or chests, or other packages containing the same.\*

Indigo not to pay duty on exportation.

27. And be it enacted, &c. That indigo of the growth, production, or manufacture of the said United States, duly imported and entered as aforesaid, may be exported to any parts beyond the seas free of duty, any law, statute, or custom, to the contrary notwithstanding.†

Bounties to be granted on the exportation of gunpowder, sail cloth, silk, refined sugar, British and Irish linen.

28. And be it enacted, &c. That cordage, gunpowder, sail cloth, silk, refined sugar, and linen of British manufacture, and Irish linen, exported, under the regulations required by law, to any part of the said United States, shall be entitled to receive the following bounties on the same :

CORDAGE made of hemp of foreign growth, or from hemp of the growth of Great Britain, Ireland, or of the growth of the United States of America, the cwt.	£.	s.	d.
	—	2	4 $\frac{3}{4}$
GUNPOWDER of the manufacture of Great Britain, exported by way of merchandize, for every barrel the 100 pounds neat		4	6
SAIL CLOTH British made, for every ell	—		2

#### BRITISH MANUFACTURES OF SILK, videlicet,

Ribbands and stuffs of silk only, the pound, avoirdupois wt.	-	3
Silk and ribbands of silk, mixed with gold and silver, the pound, avoirdupois weight	— — —	4

\* It is an enquiry necessary to make, whether it would not be an advantage to increase the weight from 450 pounds (under which it cannot be imported by the present laws) to the actual weight of a hog-head of tobacco. It is generally understood, that this regulation would be satisfactory to the growers of this article.

† To encourage the States in which it is produced to make this country an entrepot.

Silk

Silk stockings, silk gloves, silk fringes, silk laces, stitching or sewing silk, the pound, avoirdupois weight	—	—	1	3
Stuffs of silk and program yarn, the pound, avoirdupois wt.	—	—	—	8
Stuffs with silk mixed with inkle or cotton, the pound, avoirdupois weight	—	—	—	1
Stuffs of silk or worked	—	—	—	6

SUGAR REFINED.

Sugar refined in loaves compleat and whole, and in lumps duly refined, for every Cwt.	—	—	1	6
— called bastards, ground or powdered sugar, and refined loaf sugar broken in pieces, and all sugar called Candy, properly refined, for every cwt.	—	—	11	8

LINEN made of Hemp or Flax in Great Britain or Ireland, or the Isle of Man.

For every yard of the breadth of 25 inches, or more, and under the value of 5d. the yard	—	—	—	$\frac{1}{2}$
— value 5d. and under the value of 6d. the yard	—	—	1	$\frac{1}{2}$
— 6d. and not exceeding 1s. 6d. the yard	—	—	1	$\frac{1}{2}$
For every yard of British checked or striped linen of the breadth of 25 inches, or more, not exceeding 1s. 6d. and not under 7d. in value, the yard	—	—	—	$\frac{1}{2}$
For every square yard of diaper, huckaback, sheeting, and other species of linen, upwards of one yard English in breadth, and not exceeding 1s. 6d. the square yard in value	—	—	1	$\frac{1}{2}$
For every yard of British and Irish buckrams and tilletings	—	—	—	$\frac{1}{2}$
For every yard of British and Irish linen, and of British calicoes and cottons, or cotton mixed with linen, printed, painted, or stained in Great Britain, of the breadth of 25 inches, or more, which before the printing, painting, or staining thereof, shall be under the value of 5d. the yard	—	—	—	$\frac{1}{2}$
For every yard of the value of 5d. and under the value of 6d. the yard	—	—	—	1
— 6d. and not exceeding 1s. 6d. the yard	—	—	—	$1\frac{1}{2}$

Silk



# A P P E N D I X.

31

Duty paid on  
exportation.

£. s. d. 20th.

Hares wool for every 20s. value, upon oath,  
Horses, mares, or geldings — each,  
Hinglafs, — foreign, the cwt.  
Lapis Caliminaris, for every 20s. value, upon oath,  
Lead, cast and uncast, the fodder, containing 20 cwt.  
— ore for every 20s. value, upon oath,

Litharge of lead, — the cwt.  
Leather of all sorts, tanned, tawed, or dressed, —  
Linen, vocat. Cambrick or French lawns, the piece,  
Litmus, — foreign, the cwt.  
Madder of all sorts, —  
— roots, —

Nicaragua wood, — the ton wt.  
Orchal, — the cwt.  
Orchelia, —  
Oxen, — each,

Pomegranate Peels, — foreign, the cwt.  
Red or Guinea wood, . . .  
Safflore, . . . the lb. wt.

Sal Armoniack, . . .  
— Gem, . . .  
Sapan wood, . . . foreign, the cwt.

Saunders red, . . .  
Shumack, . . .

Skins, vocat. Badger skins, . . . the piece  
Beaver skins, for every skin or piece of skin  
— wool or wombs, the pound wt. avoirdupois

Cat skins, . . . the hundred  
Coney skins, black, with silver tails or without, }  
the hundred, containing six score }

— grey flag, the hundred, containing }  
six score . . . }

— seasoned, —  
— rawed, —

— tawed and dyed into colours, the }  
hundred containing 120 }

Dog skins, . . . the dozen  
Elk skins, . . . the piece raw

Fox skins, . . . the piece  
Hare skins, . . .

Kid skins in the hair, the hundred, containing }  
five score }

—, dressed . . .  
Lamb skins { tawed with the wool, the hun. }  
vocat. mose { dred, containing six score }

skins { untawed, — }

1 1 10

5 6

11

3 3 10

1 2

1 1 4

2 12 10

1 1 10

3 3 10

6 12 10

9 18 10

2 2 10

4 4 10

1 1 10

6 12 10

1 1 10

4 18 10

9 18 10

2 2 10

3 3 10

8 18 10

4 18 10

1 1 10

7 18 10

1 1 10

2 11 10

6 12 10

1 1 4

8 18 10

1 1 10

1 1 10

1 1 10

1 1 10

1 1 10

1 1 10

6 12 10

8 18 10

11

11

Otter

		Duty to be paid on Importation.
		£. s. d. 20th.
Otter skins, raw,	the piece	$\frac{1}{20}$ $\frac{1}{3}$
tawed,	_____	$\frac{1}{20}$ $\frac{1}{3}$
wombs,	the mantle	$\frac{1}{20}$ $\frac{1}{3}$
Rabbit skins, black,	the hundred	$\frac{1}{20}$ $\frac{1}{3}$
Sheep and	tawed with the wool, the hundred, } containing six score }	3 $\frac{1}{20}$
lamb skins	dressed without wool _____	2 9
	pelts, the hund. containing five score	3 8
Sheep skins, tanned, tawed, or dressed,	the cwt.	1 $\frac{1}{20}$
Squirrel skins,	the thousand	2 9
Swan skins,	the piece	$\frac{1}{20}$ $\frac{1}{3}$
Wolf skins tawed,	_____	$\frac{1}{20}$ $\frac{1}{3}$
All other skins (except deer skins, native or foreign, dressed in oil in Great Britain) for every 20s. value, upon oath	} }	1 $\frac{1}{20}$
Stick lacc,	foreign, the cwt.	$\frac{2}{20}$ $\frac{2}{100}$
Tin unwrought,	the cwt.	3 $\frac{1}{20}$
Tornfal,	foreign, the cwt.	$\frac{1}{20}$ $\frac{7}{100}$
Valonea,	the ton wt	3 10 $\frac{4}{20}$
Verdigrease,	the pd. wt	$\frac{3}{20}$ $\frac{4}{100}$
Wool, vocat. cotton wool, of the British plantations, for every 20s. value, upon oath	} }	1 $\frac{1}{20}$

Foreign goods exported to the United States, to be entitled to the same drawback of duty, and subject to the same regulations, as if exported to foreign parts.

30. And be it enacted, &c. That all goods of the growth, production, or manufacture of parts beyond the seas, which have been imported into Great Britain, whether entitled to draw back the whole, or any part of the duty paid on importation, or that have paid no duty inwards, or that the time allotted for drawing back the duty is elapsed, may be (except otherwise directed by this act) exported to the said United States, or the territories thereof, under the like regulations, and entitled to the same drawback of duty, as if the said goods were exported by British subjects to any foreign parts beyond the seas, otherwise than that all securities taken on the exportation thereof, and necessary to be discharged by certificate, shall be only done by certificate under the hand and seal of the British consul, vice-



vice-consul, officers, or magistrates, or on proof made of the said goods being taken or perishing in the seas, both in like manner as aforesaid, any law, statute, or custom to the contrary notwithstanding.

31. And be it enacted, &c. That all goods of the growth, production, or manufacture of Great Britain; not enumerated in, or otherwise directed by this act, may be exported to the said United States, or the territories thereof, subject to the same regulations and restrictions, as if exported by British subjects to any foreign parts beyond the seas, otherwise than that all securities taken on the exportation thereof, shall be discharged by certificate as aforesaid, any law, statute, or custom to the contrary notwithstanding.

32. And be it enacted, &c. That every ship or vessel belonging to the citizens, and which are of the built of the said United States, or qualified as a British ship by this act, and conforming to the several regulations prescribed by the same, shall be suffered to enter into any land, island, plantation, or territory as aforesaid, in America, or the Bahama, or Bermuda, or Somer islands, or that part called the West-Indies, any law, statute or custom to the contrary notwithstanding.

33. And be it enacted, &c. That the following enumerated goods, of the growth or production of the said United States, the property of the citizens thereof, or of British subjects, duly imported and entered according to law, may be imported into any land, island, plantation, or territory as aforesaid in America, or the Bahama or Bermuda, or Somer islands, or that part called the West-Indies, subject to the same regu-

Goods not enumerated, subject to regulations on similar goods exported by British subjects.

Ships of the built of the United States, the property of the citizens thereof, or qualified as British ships, may trade between the United States and the British plantations in America or the West Indies.

Goods of the growth, &c. of the United States which may be imported into the plantations in America and the West Indies enumerated.

lations as British built ships, any law, statute, or custom to the contrary notwithstanding\*.

Wheat.  
 Flour.  
 Barley.  
 Oats.  
 Rye.  
 Beans.  
 Pease.  
 Potatoes.  
 Rice.  
 Bread.  
 Biscuit.  
 Indian corn, and all other species of grain.  
 Fish.  
 Horses.  
 Mules.  
 Neat cattle.  
 Sheep.  
 Hogs.  
 Poultry, and all other species of live stock and live provisions.  
 Salt.  
 Oil train, or blubber.  
 Pitch.  
 Tar.  
 Turpentine.  
 Hemp.  
 Flax.  
 Wood as aforesaid, wood for dying excepted.

\* Some articles, fish in particular, may be objected to. But we should consider, that an alteration in the whole system of our trade cannot be made without risque; and that, if our own fisheries (supposing that they are able in time to do it) can, at some distant period, fully supply our West Indies, the planters will be great sufferers for the want of fish, till that period arrives. It is most probable that it never will arrive. The demand of the foreign markets for our fish has been generally equal to the capacity of our fisheries to supply them; consequently, the advantageous situation of America threw the West India market chiefly into the hands of her merchants; and they must in future possess it, as they can supply it upon cheaper and better terms. The markets in Europe are more adapted to the situation of this country; the fish ships, in their circuitous voyage, making a freight home.

34. And be it enacted, &c. That the following enumerated goods of the growth or production of any land, island, plantation, or territory as aforesaid, in that part of America called the West-Indies, duly exported and entered according to law, may be exported under sufficient securities to be taken by the principal offices of His Majesty's Customs in the same, that the said goods shall be landed in the said United States; which security is to be discharged only by a certificate under the hand and seal of the British consul, vice-consul, officers, or magistrates, or on proof made of the said goods having been taken or perished in the seas, both in like manner as aforesaid, any law, statute, or custom to the contrary notwithstanding.

Goods of the growth, &c. of the plantations in that part of America called the West-Indies, which may be exported to the United States, enumerated.

Sugar, vocat. brown sugars and muscovadoes,

—————white sugars,

—————pannels,

Melasses,

Rum,

Cocoa nuts,

Coffee,

Ginger,

Pimento,

Limes and oranges.

35. Provided always, and be it enacted, &c. That all and every such goods or commodities of the growth or production of the said United States, as shall be imported into Great Britain, or any land, island, plantation, or territory as aforesaid, and which shall either be lodged in warehouses as aforesaid, or otherwise; and all and every such goods or commodities of the growth, production, or manufacture of Great Britain, or any land,

General clause, subjecting goods liable to duty to the regulations in use.

## A P P E N D I X.

land, island, territory or plantation as aforesaid, and which are respectively subject and liable to duties of excise and customs on the importation or exportation thereof, shall be subject and liable to the same; and to be applied to the same uses and purposes, and to be managed and collected by the same persons, and in the same manner, and to be subject and liable to all and every the same rules, entries, restrictions, regulations, limitations, penalties, and forfeitures, as are in, and by this, or any other act of Parliament, by which the said duties, or any of them are granted for such uses or purposes, particularly described, appointed, limited, and enacted, save and except in the particular instances herein mentioned, and provided for, and to be applied to the same.

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